



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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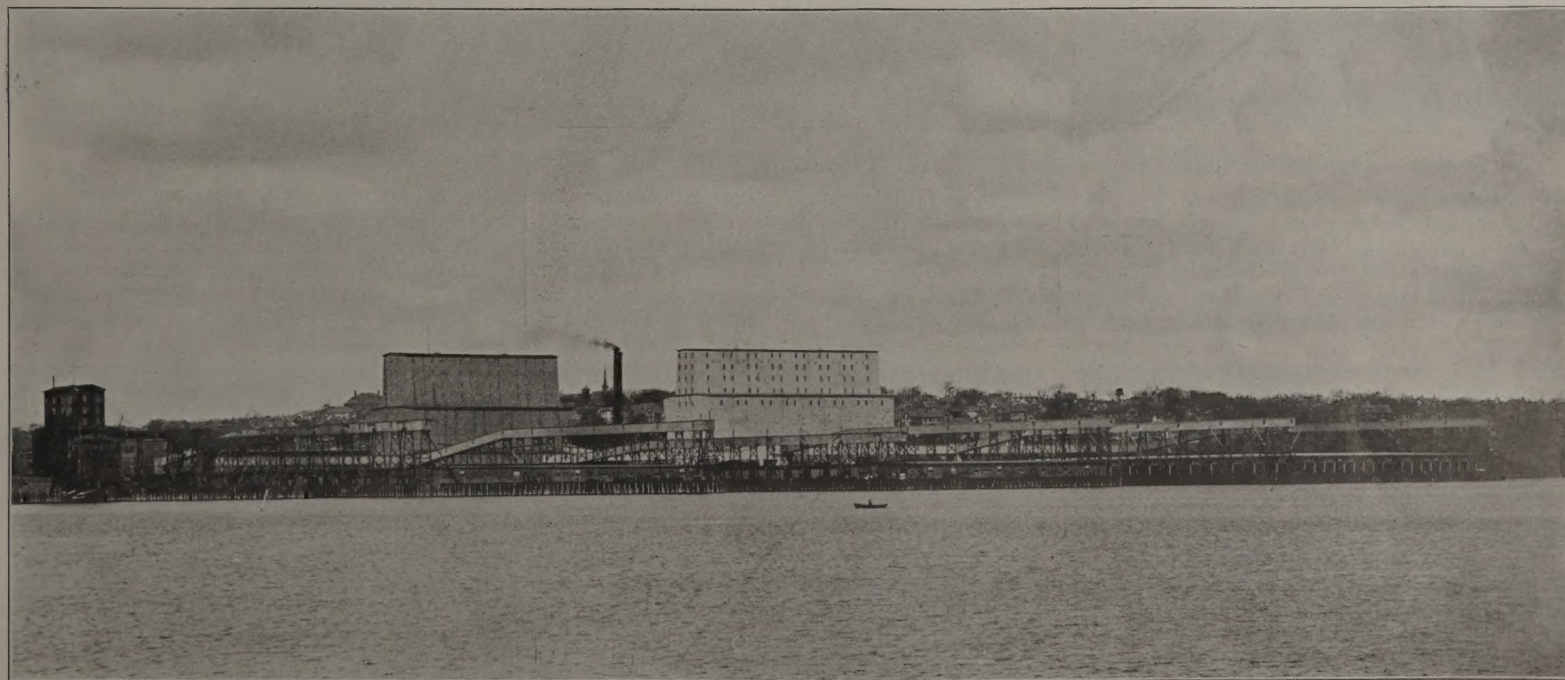
GRAND TRUNK SYSTEM OF ELEVATORS AT PORTLAND, MAINE.

A few of the great railroad systems of the United States and Canada having immense quantities of grain to transport to export points have spent large sums of money in the development of terminal facilities to handle this class of business. The port of New York has for many years had one

to be outstripping all of the southern points, and when the Southern Pacific Terminal Company's new million-bushel elevator and extensive belt conveyor system are completed, that port will be in an unexcelled position to take care of the southwestern export business handily. In Canada, Montreal, Quebec, St. Johns and Halifax either have large elevators for exporting or are contemplating extensive improvements.

The Grand Trunk Railway system several years

many years to come; this work was completed in 1897. But the development of the Canadian Northwest, with its increased grain traffic, and the completion of a new receiving house at Chicago, soon rendered even this system entirely unable to take care of the great volume of business required of it. It was accordingly decided by Mr. Hays' successor, Mr. Geo. B. Reeve, who was general manager during the year 1901, and who continued the policy of his predecessor, to increase the storage



GRAND TRUNK RAILWAY COMPANY'S SYSTEM OF GRAIN ELEVATORS AND CONVEYORS AT PORTLAND, MAINE.
John S. Metcalf Company, Chicago, Engineers.

or two exporting elevators. These are not adequate for present requirements, but work now under construction for the New York Central Railway and improvements by the Erie Railway will give that port a grain-handling capacity more in keeping with its national importance. Boston is being developed by the Boston & Albany Railway. Philadelphia does a certain amount of grain exporting business. Newport News, with its finely equipped new elevator "B," in coöperation with its older house and an elaborate belt conveyor system, gives the C. & O. an outlet for grain shipments from the Ohio Valley. In the South the Illinois Central Railway is increasing the equipment of its logical exporting terminus, New Orleans, while Galveston seems

ago saw the advisability and necessity of having a terminal equipped for grain export, and Portland, at the eastern end of the railroad, was the natural choice for location. In 1875 an elevator of 150,000 bushels' capacity and a short conveyor system were built. Until Mr. Chas. M. Hays became general manager of the road in 1896, this small elevator was considered sufficient to handle the company's export business. The new management, however, inaugurated a vigorous policy of increased equipment all through the Grand Trunk system, and the Portland grain exporting facilities received new impetus. It was decided to construct a 1,000,000-bushel elevator and a large conveyor system, which were expected to be adequate for all emergencies for

capacity of the terminal by an elevator of 1,500,000 bushels' capacity and to more than double the extent of the wharf conveyors. The new work was started last year and is now ready for operation.

A description of the completed system properly leaves out of consideration the small elevator built in 1875, which, although still operated by the Grand Trunk Railway, is worked independently of the newer houses. Again, although the latest elevator deserves special mention, neither house may well be described alone, as the two elevators and their wharf conveyors are so connected as to form one system. The system, therefore, as now operated, consists of one elevator of 1,000,000 bushels' capacity, 98x219 feet in size, known as New Eng-

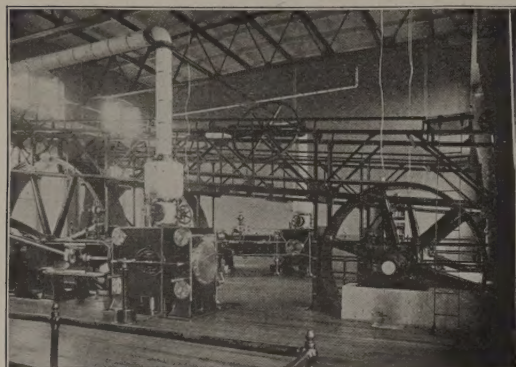
land Elevator No. 2; the new elevator of 1,500,000 bushels' capacity, 101x299 feet in size, known as New England Elevator No. 3; and an extensive belt conveyor system which connects the two elevators and sends out six shipping galleries, each 560 feet long, along the wharves where ocean steamers are loaded.

The belt conveyors are the most striking part of

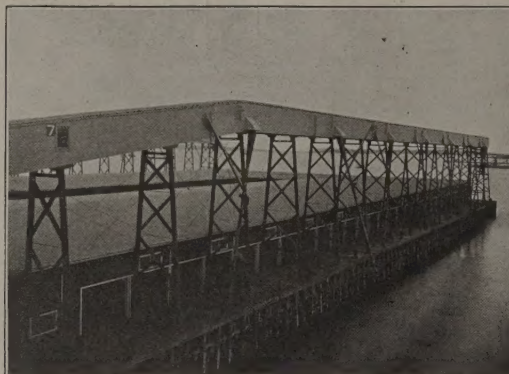
of the conveyors is over one mile, making a system without question the most extensive in existence. Over three miles of rubber belt is used in the belt conveyors of the elevator system. Each conveyor along the wharf is equipped with eight vessel-loading spouts and Elevator No. 2 has also a spout for loading directly into small coasting vessels lying alongside the house. Seven vessel-loading spouts

bushels in ten hours. The elevator legs in Elevator No. 3 are equipped with 7x7x20-inch buckets on 22-inch belt, and in Elevator No. 2 with 7x7x18-inch buckets on 20-inch belt. There are ten 1,200-bushel and fourteen 1,400-bushel hopper scales, having an aggregate weighing capacity of 31,600 bushels or 1,896,000 pounds.

Each elevator has the usual reversing belt con-



ENGINE ROOM.



LOADING GALLERY ALONG THE WHARF.



TOP FLOOR.

the system. From the west end of the side gallery of Elevator No. 3 a belt gallery runs 132 feet across the yards of the Grand Trunk Railway toward the ocean. This gallery ends at a distributing tower from which one gallery runs straight out 560 feet along one side of the Ocean Steamers' Wharf, and

are placed on the side of each gallery and one at the extreme outer end, so that vessels may load in either position. With this elaborate system of elevators and belt conveyors, grain can be taken from any bin in either of the two elevators, and with but one elevation can be loaded into any hatch of

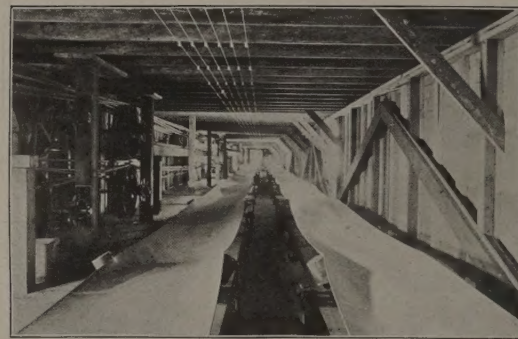
veyor in the cupola for distributing grain longitudinally of the house, while in Elevator No. 3 these belts are loaded by special loading spouts hung on revolving shafts to be swung out of the way of the trippers. The trippers are of a new design with ring-oiling dust-proof bearings, and are



FOUR-PULLEY REVERSING TRIPPERS.



BELT CONVEYOR FLOOR.

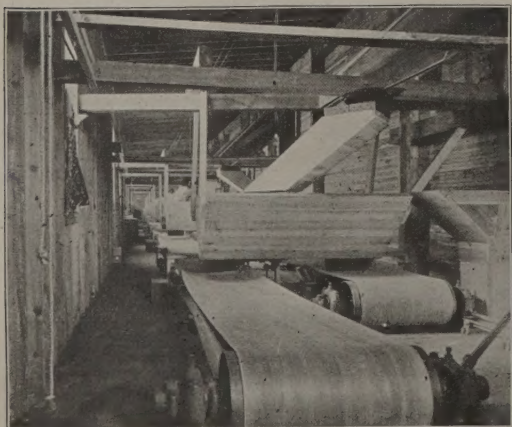


DOUBLE-BELT GALLERY.

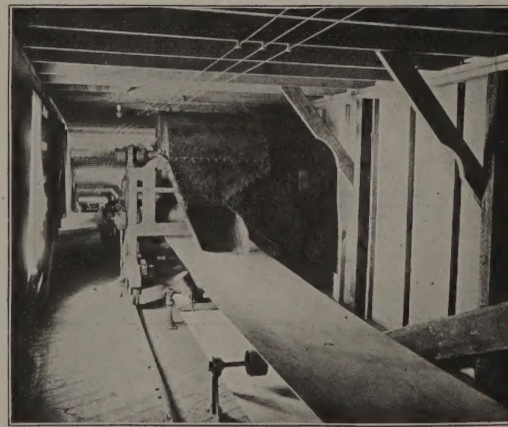
one runs east along the bulkhead for 600 feet, sending out a shipping gallery 560 feet long on each side of a large wharf just built by the Grand Trunk Railway Company. From the third side of the distributing tower a gallery runs 300 feet across the tracks to the east end of the side gallery on

any one of six ocean steamers lying along the wharfs. Each gallery conveyor has a capacity of 15,000 bushels per hour, making the total carrying capacity of the wharf conveyors 900,000 bushels per day. About 100 feet of the connecting gallery between the two elevators is built of steel, with fire-

probably the most efficient machines now in use for this work. Seventy-six distributing spouts discharge grain from the scales into 370 bins, each 13 feet square, of which Elevator No. 2 has 148, each 61 feet deep, and Elevator No. 3, 222, 70 feet deep. Ample facilities for loading into freight cars by



SIDE GALLERY OF NO. 3 ELEVATOR.



TRIPPER DISCHARGE TO DOCK SPOUT.



SINGLE-BELT GALLERY AND ROPE TRANSMISSION.

Elevator No. 2. In this way connection is made with the conveyor system of that elevator. This system, almost a counterpart of the other, consists of a long conveyor on the Ocean Steamers' Wharf, and two on the Atlantic Wharf, with the necessary connection along the bulkhead.

Thus it will be seen that on both sides of each of three wharfs, a shipping gallery runs out along the water and from any one of these galleries the largest steamer may be loaded. The total length

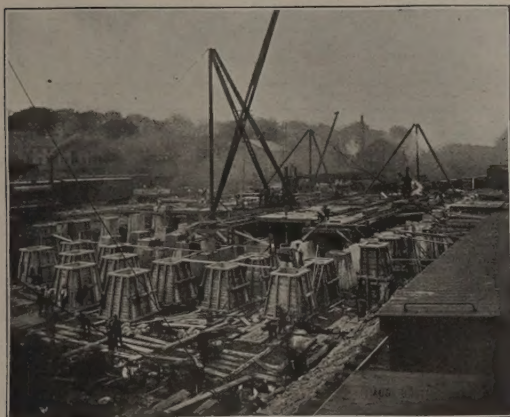
proof bulkheads, thus making it impossible for a fire to be communicated from one house to the other through the galleries.

Turning our attention now to the elevators themselves, we find an unloading and handling equipment fully in keeping with the shipping facilities described. Ten pairs of power shovels in Elevator No. 2 and seven pairs in Elevator No. 3 give an unloading capacity of 400 cars per day. The elevating capacity of the 24 legs is almost 2,000,000

means of bifurcated spouts are also provided. Elevator No. 2 is equipped for five cross-house basement conveyors and Elevator No. 3 for seven. A very complete system of dust collectors and floor sweeps discharges the dust from the two elevators into the boiler furnaces. Each house has a first-class passenger elevator running from the first floor to the cupola.

The power plant for Elevator No. 2 includes two 24x42 horizontal Atlas Corliss Engines of 700 h. p.

combined capacity, and four 150-horsepower vertical tubular boilers. In the power house of Elevator No. 3 are two 24x48 girder-type condensing Corliss Engines of 1,000 horsepower, running independently, and four 250-horsepower vertical tubular boilers. Electric current for lighting is taken from the Portland City Electric Company's wires.



CONSTRUCTING FOUNDATIONS.

Both stacks are of steel, lined with brick. One is 175 feet high and has a 6-foot 6-inch flue; the other is 156 feet high, with a 5-foot 6-inch flue. Power transmission throughout the whole system is by rope drives. An idea of the extent of the drives may be had from the fact that 14½ miles of rope was used in these transmissions.

Special attention is called to the foundations. About 6,000 piles were used in the entire system. Above these on grillage caps are concrete piers, and in Elevator No. 3 the retaining walls are also of concrete, reinforced with steel rods. By the use of these rods the thickness of the wall could be

in great buckets by a boom derrick swinging the full width of the building and to be dumped into the wooden forms for the piers. The mixer is mounted on cars, together with the engine which runs it, and can be hauled along the track beside the elevator excavations as the work progresses. All of the concrete for Elevator No. 3 and its power house, amounting to some 3,500 cubic yards, was mixed in this manner.

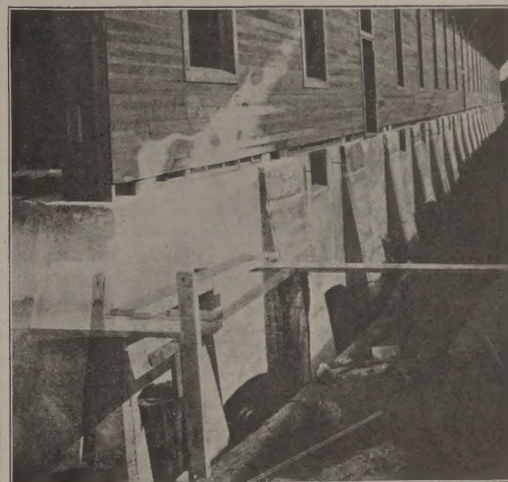
A very complete fire protection system has been provided for the elevators and galleries. The houses and the exposed galleries are snugly covered with galvanized corrugated steel, and, as already mentioned, a section of the connecting gallery is entirely fireproof. A thorough system of fire pumps, fire service piping and hose is calculated to extinguish any fires that might occur.

A unique feature of this elevator system, but one made necessary by its great extent, is the telephone and signal system running to all parts of the elevators and galleries. At each vessel-loading spout in the wharf galleries and at two points in each of the side galleries are stations for attaching a portable telephone which connects with a switchboard in the office of the superintendent of the elevators. This switchboard also connects with a telephone in the foreman's and the weighman's offices of each elevator and with the operators controlling the spouts in the side galleries and the distributing tower. There are 66 telephones in the system.

In addition to the telephones, an electric signal system for starting and stopping the shipping of grain from either elevator has been provided. In each side gallery is a signal box with glass front displaying in red the numbers of the various wharf conveyors, and containing an incandescent lamp behind each number. When an order is being sent in from any loading point along the wharves, an electric bell warns the spoutman in the side gallery that a number is being displayed in the signal

be devised in order to make the sending and receiving of signals prompt and certain.

From the foregoing it will be seen that the system is remarkable not only for its extent, but for its completeness in every detail. It is evident that the Grand Trunk Railway system has worked with



FOUNDATION UNDER SIDE GALLERY.

the sole object in view of handling the grain traffic at Portland quickly and in large quantities. Both of the elevators and the entire conveyor system were built from the plans and specifications and under the supervision of John S. Metcalf Company, Chicago.

BUCKET-SHOPS HIT AGAIN.

The Illinois Supreme Court on April 16 gave the Central Grain and Stock Exchange another black eye in a decision on the Exchange's appeal from the Appellate Court of the First District of Illinois.

Two years ago the Exchange secured an injunction in the Circuit Court, restraining the Chicago Board of Trade, the Cleveland, Western Union and Postal Telegraph companies from cutting off its quotations. The lower court decided that the Central Grain and Stock Exchange was not a bucket-shop, as charged by the Board. In an appeal by the Board to the Appellate Court the decision of the lower court was reversed and the injunction dissolved. This cut the Central Grain and Stock Exchange off from its quotations, from which it secured a large revenue by selling them. It appealed to the Illinois Supreme Court, and the latter decided on April 16 that the Appellate Court was right, and that the market quotations sought to be used were for the conduct of a business in violation of the state law. The latter has been the contention of the Board of Trade in its bucket-shop fight from the start.

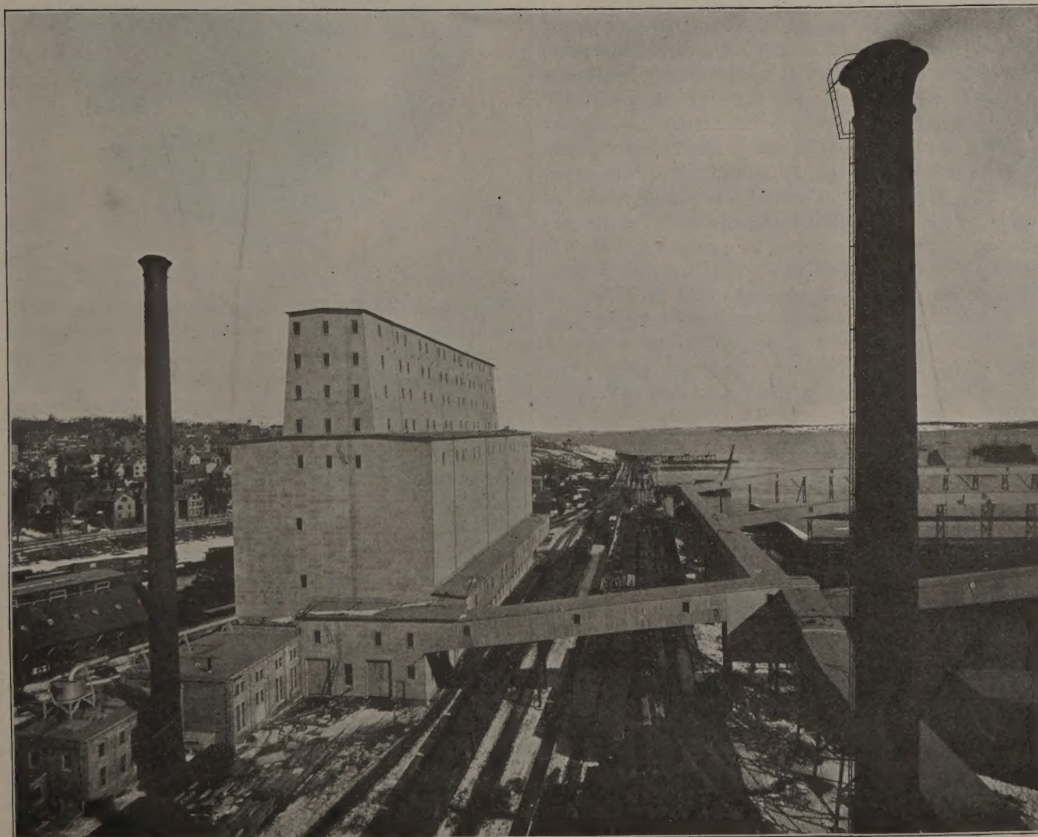
Since its defeat in the Appellate Court the Central Grain and Stock Exchange has been operating at Hammond, Ind., and is said to have secured market quotations in some unknown way and has sold them to alleged bucket-shops throughout the country.

The Board of Trade has recently moved for injunctions against thirty firms and individuals who are using the market quotations supplied from Hammond. The injunctions were not granted, however, in all cases, and in others decisions are still pending.

NEW WASHINGTON INSPECTOR.

J. W. Arrasmith, the new chief grain inspector of the state of Washington, assumed charge of his office on May 1. F. S. King of Colfax will be his chief deputy, Alexander Anderson deputy for Seattle, and E. L. Perkins deputy for Spokane. The Tacoma appointee will be named later. Other appointments, Mr. Arrasmith says, will be made with deliberation.

A number of distilleries in the Louisville district have been closed down on account of the high price of corn.



VIEW OF NEW ELEVATOR AND THE BELT GALLERIES.

very materially reduced so that there was a large saving in the amount of concrete necessary. All of the concrete for piers under Elevator No. 3 was prepared with a concrete mixer designed especially for mixing the concrete for these foundations. Handwork is used only for unloading the cars of unmixed materials, after which all handling is done by a series of belt conveyors, elevators and derricks. The materials fed in are spouted out as thoroughly mixed concrete, ready to be swung away

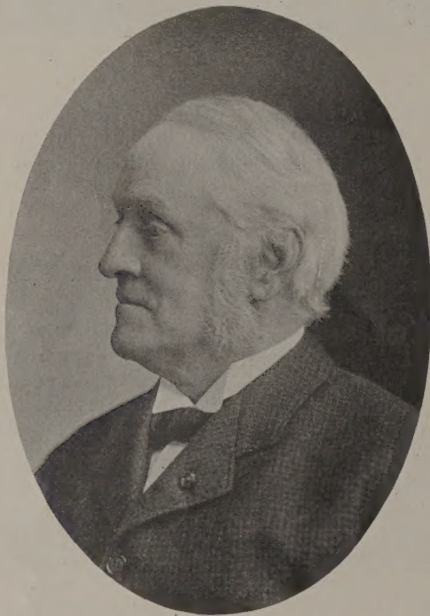
box. The number of the conveyor which is displayed informs him from what gallery the order is coming, and the number of flashes gives him the order for starting, stopping, full speed or slow speed. This telephone and signal system was especially designed for these elevators and conveyors, and is the only one of its kind in existence. These signals and telephones are not merely for convenience, but the extent of the galleries is so great that an installation of this character had to

A CHANGE IN AN OLD FIRM.

There are many changes constantly being made in the personnel of the firms doing business on the various boards of trade of the country, and occasionally a change occurs which deserves more than a passing notice. Such a change occurred on May 1, when the announcement was made on the Chicago Board of Trade that Rumsey & Co. had succeeded the old firm of Rumsey, Lightner & Co.

The senior member of the firm, Capt. I. P. Rumsey, has been connected with the business during the past thirty-five years, thus representing one of the board's oldest firms. He became a member of the board in 1858, and with the exception of a few years following 1861, during which he wore the uniform of his country's defenders, he has been closely identified with and used his influence to advance the board's best interests.

It was in April, 1861, that Mr. Rumsey and George Sturges started the organization of Taylor's Chicago Battery, which included a number of the Board of Trade boys, among them being Corporal and Gunner Albert Dickinson. Capt. Rumsey left Chicago as second lieutenant and returned



I. P. RUMSEY.

at the head of the battery at the expiration of its enlistment in 1864.

He served as director of the Board of Trade in 1871 and 1872, at the time of the burning and rebuilding of Chicago, and was again elected director in 1891. This last was the directory which, headed by President Warren, made itself felt by its reforms, its revised rules, which improved the strength of the members, and increased the value of memberships from \$700 to \$4,000.

Capt. Rumsey has also been active in many philanthropic enterprises for the betterment of the city, the most prominent among which was the Citizens' League. He was president of the league for almost twenty years.

F. M. Bunch, the junior partner of the new firm, had his earlier experience in the grain business in Peoria, Ill. He entered the employ of Rumsey, Lightner & Co. in 1894, and since that time has devoted himself enthusiastically to advancing the interests of the firm. He stands in the front rank of salesmen on the board and his two prime characteristics are geniality of manner and promptness without equivocation—qualities which have added to his success.

The firm has established itself in new offices in 97 Board of Trade building, and will continue its business of handling cash receipts and shipments and sales for future delivery.

Accompanying its application to the New York Stock Exchange to list part of its stocks, the Corn Products Company filed a statement showing that the net earnings of the Glucose Sugar Refining Company for the four years from August 7, 1897, to August 1, 1901, were \$8,704,093, an average of

\$2,176,000 per annum, or \$216,000 a year in excess of the requirements for paying the 7 per cent dividend on the entire preferred stock issue of the Corn Products Company, amounting to \$28,000,000. For the eight months from August 1, last year, to March 31, last (the March earnings being estimated), the Glucose Sugar Refining Company earned approximately \$1,500,000, or within \$376,000 of enough to pay the year's preferred dividend of the Corn Products Company.

THE GRAIN CAR.

[A paper by A. E. Schuyler, assistant Board of Trade weighmaster, Chicago, read at the annual meeting of the Iowa Grain Dealers' Association at Des Moines on April 24, 1902.]

Have you ever considered what the shippers of grain ought to demand and what improvements are essential to the most satisfactory conditions? In this era of improvements, perfection itself has been almost attained along many lines. Why not perfect the grain car?

In presenting to you my views on this subject, it will be necessary to divide it into three parts, viz., Sheathings, Linings, Patent Grain Doors. Taking up the first part, I will endeavor to demonstrate to you that a great many leaks, due to loose and bulged sheathings, are never discovered. This is especially true in a large percentage of cars that have been long in commission. The numerous nails of various kinds and sizes often found in the bottom of sheathings indicate that the latter have been loose and probably leaking at some time; yet, weighmasters' reports record an exceedingly small number of leaks at this point. The reason for this is that siftings at this junction are not noticeable unless the car is being switched and knocked about. The most severe strain comes on a car when rounding a curve, when the tension is concentrated along the sides. At such times, the strongest sheathings will often bulge and spread to such an extent as to allow the escape of grain. Since cars of larger capacity and increased length have come into more general use, this danger is many times greater.

In proof of my contention that this is one of the dangerous points, I wish to mention an incident that occurred last week in one of the railroad yards at Chicago. I stopped to watch some employees make flying switches of twelve loaded cars, one at a time. The cars to all appearances were in fine condition. In the concussion produced by this switching, five of the twelve cars temporarily buckled, opening the side sheathings to such an extent as to allow small streams of grain to leak out. Yet, afterward, when I pounded on them with a small piece of iron, I could dislodge grain from only one. I do not believe it is possible to prevent the bulging and loosening of these sheathings, and I think the only remedy lies in providing a lining that will not allow the grain to come in contact with the sheathings.

This brings us to the subject of linings, which are of vital importance in car construction. Wooden boats are provided with a tight inner skin, which does not permit of pressure against the outer shell. Why not so line a car? Of course, this car lining would necessarily have to be of metal, as one of wood would be continually spreading or getting punctured, thus creating recesses where grain would lodge.

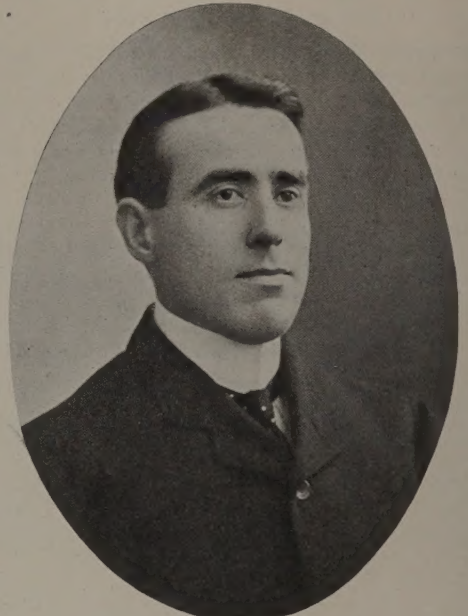
My attention was recently called to a steel lining, which might overcome the existing difficulties. I have a model of a car showing a section lined with steel. The question is, however, Would a continuous steel lining be practical from the railroads' point of view? If so, it would prevent petty grain thieves from boring holes in the floor and would also keep grain from leaking through and lodging between it and the sheathings, thus preventing loss of grain and also saving much time at unloading points, as it would require less effort to clean the cars. It would also save the railroad companies much expense by preventing thieves, who, to obtain a few pounds of grain, destroy thousands of dollars' worth of linings every year. It seems to me that some sort of a lining should be used which is practically indestructible. Many a shipper has

often racked his brain trying to unearth a reason for the small shortages, ranging from 300 to 500 pounds, when a bad lining might cause a shortage of a much greater amount without being detected.

I will now dwell upon the last, but by no means less important, part of my subject: Patent Grain Doors.

Do the patent grain doors now in use meet the requirements for which they are intended? Judging from the number of them that arrive at terminals bulged and shifted, I should say, they do not. What is wanted is a grain door that will not only facilitate unloading, but will properly protect the car's contents. The inventors of to-day seem to have a single idea as to grain doors, and that is speed; and until they invent one that covers both speed and protection satisfactorily, there will be no change in patent grain doors.

The railroads are not entirely to blame for not providing cars with expensive patented grain doors, for the reason that the treatment accorded them at loading points frequently results in their being good for one trip only. These grain doors, although provided with a mechanism to secure them in place,



F. M. BUNCH.

are often nailed so firmly to the door posts that it becomes necessary to use an axe to chop them out, thus making it very expensive for the railroad companies to replace them. On this account, some roads are discarding entirely the idea of the patent grain door and putting in its place the cheapest temporary door possible. Our only hope of ever getting the railroads to universally install a patent grain door is to offer them one that is almost indestructible.

It must be fastened to the car to prevent its being stolen; be one that can be easily adjusted without the use of nails, and the mechanism so arranged that it can neither shift nor bulge, and yet give the maximum of speed in unloading without mutilating the door. If there is anyone here that can devise such a door, he will not only place the shippers of grain under everlasting obligations to him, but will make himself independently rich.

Gentlemen, it remains for someone with mechanical ingenuity to take up these subjects and work out the improvements along these lines. The one dominant idea is economy in the handling of grain and the opportunity for this offers a wide field to the inventor.

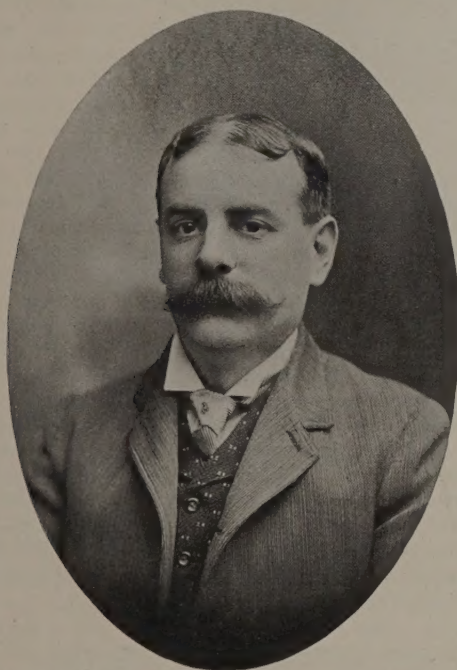
The Commissioner of Labor of Montana has begun to collect for the first time statistics of the production of grain in that state.

The attorney-general of Minnesota has ruled that outside dealers in hay, grain and feed may deliver their products inside the Minnesota Transfer yards to shippers of stock, the rules of the Transfer Company to the contrary notwithstanding.

HENRY JENNINGS.

Probably no man in New England is better known to the interior grain trade of that section of our country than Henry Jennings, shippers' agent, of Boston, and few men in the trade have sold in New England more bushels of western grain than he; for although still a young man, he has been in the business for about thirty years, most of that time having been spent in personal contact with the retail trade.

Born in Boston, in 1857, and educated in her common schools, in 1872 he entered the grain office of Richardson & Co., who later came to Chicago. In those "good old days," the eastern grain firms handled flour, hay and produce, as well as grain; and the office boy had a wide range of duties to perform. In the first place, he was a "general utility man," who did all sorts of office work; then he was the "official sampler" of the firm. That is to say, he went to the railroad tracks to take samples of the grain, flour, etc., that arrived; finding the job no sinecure, since on some days it was necessary to count several miles of railroad ties



HENRY JENNINGS.

to find the cars of grain and have the samples on the exchange floor by 12 o'clock, noon. Cars of grain were sold in those days by the samples obtained by the boy, for there was no official sampler.

After about seven years of such work Mr. Jennings began selling to the retail dealers in and around Boston, gradually preparing himself for an opening to travel on the road. The opportunity came in 1880. After traveling four years for Richardson & Co. among the New England dealers in grain, etc., the firm of B. D. Brown & Co. entered the New England trade as large shippers of grain and offered him an increased salary to travel for them, which was accepted. About two years after, Brown & Co. failed, and he reentered the employ of Richardson & Co. and traveled continually for them for fourteen years all over New England and a good part of the Middle States territory. As the business of Richardson & Co. increased largely every year and the traveling became more extensive, he gradually built up a large business with the jobbers of grain, etc. In the meantime, he joined the Philadelphia Commercial Exchange and the New York Produce Exchange, which places he visited frequently to do business.

During all these years he necessarily became intimately acquainted with the grain dealers of the New England and Middle States, and was as well known as any man on the road, enjoying their friendship at all times, as well as sustaining the pleasantest of business relations. But traveling was not always pleasure. There were many long

and hard days of work before bedtime, especially in the winter, when the trains were few and in order to cover territory and hustle for trade, hard driving was a daily necessity to make time and get ahead of "the other fellow." There were more traveling men on the road in those days than now, and the dealers depended a great deal on the traveling men to buy goods of; consequently the latter were on the jump to get business.

In 1897 he became a member of the New York Produce Exchange, and opening an office in New York for Richardson & Co., remained there until the spring of 1899, when the firm of Richardson & Co. was incorporated with several other firms. Mr. Jennings then decided to enter the grain brokerage business for himself and opened an office in Boston, at 407 Chamber of Commerce building, where he is still located. He was successful in securing the representation of numerous western shippers of grain, who were desirous of doing business in New England territory, and has been successful in building up a good trade for his shippers, as well as for himself, many of the interior buyers, whose friendship he had formed on the road, having given him good support in the way of business.

While still traveling, Mr. Jennings found the want of an improved code book, especially for use in the New England business; and in 1893 he published the Jennings' New England Telegraph Cipher, which met with the approval of the flour, grain and feed dealers in many sections of the country and is extensively used in the trade.

Mr. Jennings has been a member of the Boston Chamber of Commerce since its organization, and every year comes West to see the grain shippers and to solicit business, being desirous of extending his acquaintance with western shippers and to be of service to them.

INCREASED INSPECTION CHARGES IN MINNESOTA.

The Railroad and Warehouse Commission of Minnesota is considering the matter of changing the fee from grain inspection from a flat rate of 25 cents per car to a charge based on the capacity of the car inspected. The largely increased carrying capacity of grain cars has reduced the receipts of all inspection departments very largely, and the problem of keeping a balanced set of books is common to all.

Only a few years ago the fee was 15 cents per car. This proving inadequate, as cars grew larger, to provide sufficient revenue, the fee was raised to 25 cents, which during the present crop year has again become insufficient to pay the department expenses, the number of cars at Minneapolis, for example, being 4,000 less than for last crop, although the receipts were from 7,000,000 to 8,000,000 bushels of wheat greater. The spokesman of the department, Chief Inspector Marshall, said:

"The present fees were established when a car carried only from 500 to 800 bushels. Now as high as 2,000 bushels are loaded in a single car. There is more work and more risk in weighing and inspecting a large car. No change will be made until the close of the present crop year. It is quite likely that the net result will be an advance in inspection charges. There are many small elevators and mills now which do not handle enough grain to pay the salary of the inspector. They must have him in order to do business and the state inspects the grain at a loss in order to maintain the competition of small houses."

The incidence of the fee will, of course, fall on the shippers, and receivers naturally protest, on their behalf, against the increase, Secretary Rogers, of the Minneapolis Chamber of Commerce, being quoted as saying that "the entire agitation for a change of system in the matter of inspection is absurd; that there is absolutely no difference to the inspectors whether the car is large or small, and that the difference to the farmers is minimized by the fact that, while they may get a small car one day, they get a large one the next, and the result is an average of equality."

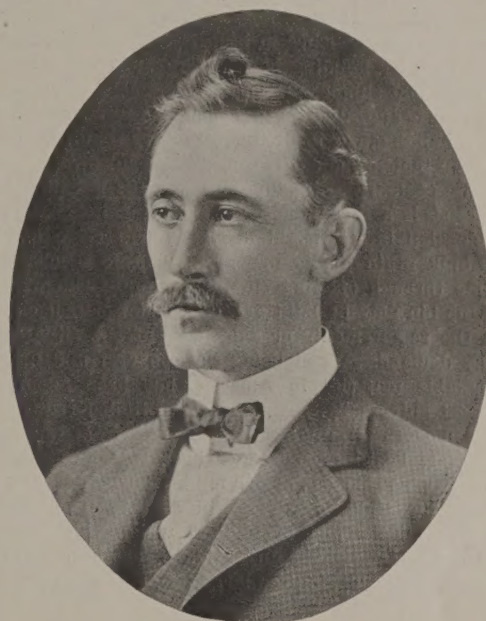
To this Inspector Marshall replies: "The fact is,

an inspector can inspect two carloads of 600 bushels each in less time than he can inspect one car containing 1,000 bushels or more, and in case of a small car, he is sure of having seen a fair sample of every part of the load, whereas, in a heavily loaded car, after having done the best he can, there is a possibility of his having been deceived, and yet the fee for inspection is 25 cents for each car, so it does make a difference to the inspection department."

H. B. ROBERTSON.

A man's experience as farmer is a valuable possession when he ceases to be a grain grower and becomes a grain buyer, for obvious reasons, and these are especially forcible when a man leaves the farm to go to his own market town to do business with those among whom he has been raised.

H. B. Robertson is in this happy situation. Born on a farm near Bishop Hill, Ill., on July 4, 1870, he spent his first fifteen years at home after the usual manner of farmers' boys, getting a pretty good education in the district schools, which he afterward supplemented by two years' work in



H. B. ROBERTSON.

the Cambridge high school, finishing with a business course at a business college at Quincy, Ill. He reached his majority just in time to join in the rush of land seekers at the opening of the Sac and Fox and Iowa reservations in Indian Territory, and after that brief excitement became a deputy marshal at Chandler.

Returning to Illinois, he married Miss Hattie Hunt of Bishop Hill, on March 28, 1894, and settled down as a farmer, and during two winters as operator of a saw mill, in which he got out over 200,000 feet of hardwood lumber. In 1898 he sold the farm, and moving to town bought the local elevator and grain business, taking possession on October 15.

When last fall the railroad company made a change in the location of its tracks, he tore down the old elevator and built a modern house of 20,000 bushels' capacity, the machinery of which is operated by a 8-horsepower gasoline engine. He handles from 220 to 245 cars of grain annually.

Mr. Robertson is a member of Galva Lodge, 243, A. F. & A. M. and of Big Stump Camp, 1042, M. W. A. Being, moreover, one of the conspicuous men of his town, he is, or ought to be, as content as a man can be with some considerable slice of the earth yet to get.

Secretary Wilson, speaking of Alaska, is quoted as saying the time is not far distant when Alaska will be supplying practically all the United States with seed wheat. He said he had examined samples from Alaska and found grains free from disease and possessed of every requisite for good seed wheat.

FIREPROOF GRAIN ELEVATOR CONSTRUCTION.

BY JAS. MACDONALD, M. W. S. E.

[From a paper read by the author at a meeting of the Western Society of Engineers, Chicago, on December 18, 1901, and published in the Journal of the society.]

The designing and construction of grain storage buildings, commonly known as "elevators," is now undergoing a change as radical as that which created the modern "skyscraper" a few years ago, and for precisely the same reason, that something more durable and efficient is desired.

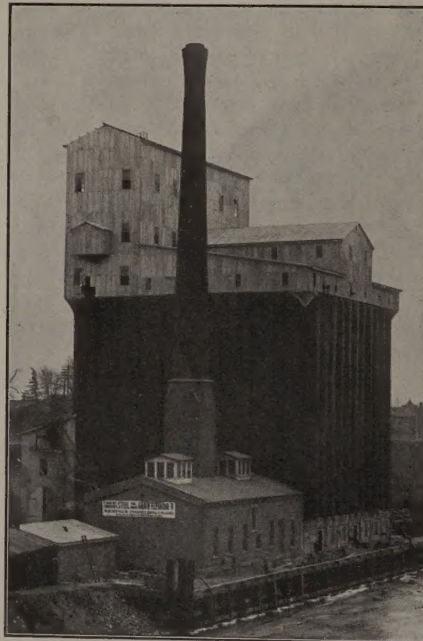
The elevators in Cook County alone have a capacity of about 50,000,000 bushels, which taken at an average estimate of 50 cents per bushel for building and contents will show a total valuation of about \$25,000,000, and a risk for which the insurance companies charge anywhere from \$1.50 to \$3.50 per hundred, and claim that they are losing money at that price.

There are few Americans who have not become acquainted with the familiar outlines of our grain elevator buildings, for they have a monotonous similarity to the casual observer, and while much ingenuity has been displayed in developing the effectiveness of these clumsy looking hulks, nothing has been accomplished in beautifying their outlines. The elevator building is therefore built for utility,—plain and simple. It is a collection of elevating, weighing and distributing machinery surrounded by a building, cut to fit the machinery requirements—even though the cut is sometimes a misfit.

The ordinary grain bin, or silo, as it is called in Europe, is a receptacle usually having its greatest dimension in its height, designed to receive loose or bulk grain at its upper end and to discharge same through openings in the bottom. The walls of the bin may be built of wood, metal or masonry, as the requirements or exigencies of the situation may demand. Wood being the cheapest and most available material in America, has been adopted almost universally. The amount of timber required in a modern terminal elevator ranges from four to five feet board measure per bushel of its storage capacity, so that one of our million bushel elevators along the Chicago River will contain from four to five million feet of lumber, which when once ignited seldom leaves any salvage for those carrying the risk. Taking the large terminal elevators—

has the storage divided into many compartments, ranging in capacity from 4,000 to 10,000 bushels and upward each.

The necessity of or desirability for comparatively small compartments or bins will be apparent when it is understood that many kinds, grades and separate lots of each kind of grain are stored in the same elevator building, each of which it is often desirable to keep separate, or in individual compartments. The smaller the bins the more closely



C. H. & D. RY. ELEVATOR "B," TOLEDO, O., APPROACHING COMPLETION.

James Macdonald, Engineer and Contractor.

can the total storage be utilized, as the different lots of grain when kept separate can be given bins that will more closely correspond with the volume of each lot, without loss of space. The bins at the bottom usually converge to the outlet spout at an angle that will permit the grain to run freely from the bin, without leaving residue.

The bin story of an ordinary terminal elevator is

here showed the plans of a typical modern elevator building as ordinarily constructed of wood, erected for the Des Moines Elevator Co., and now in active operation at Des Moines, Iowa.] The foundation consists of a series of concrete piers supported on pile foundations. On each pier a timber column is erected, and all the columns are capped longitudinally and crosswise of the building with "long leaf" pine timbers, 14x14 inches, and long enough to cover two spans. On the timber frame thus formed the walls of the bins are erected to the desired height. These walls vary from 10 inches thick at the bottom to 4 inches thick at the top, and are constructed of hemlocks planks or boards about 1 7/8 inches thick, laid in continuous lines across the building in each direction, and built up in successive laminated courses, and each course spiked to the one below it with three-penny spikes. Bins of any desired size may be thus constructed at a cost from 5 cents to 10 cents per bushel for the bin inclosure only. The elevator legs and weighing machinery are housed above the bin work in a cupola usually somewhat narrower than the bin story. This cupola may rest immediately on the bin walls, as shown in plans, or may be supported independently by timber columns through the bins from the first-story frame. The entire building is usually covered with corrugated iron, which is nailed directly to the bin walls on the outside, and to the sheathing of the cupola. It is questionable if this thin iron cover affords any real protection from fire. If the outside is exposed to an adjacent fire, the iron usually curls up and floats away on the breeze like cardboard. When the fire is started from the inside, which is the most common occurrence, the iron is of little value as a protection. The load to be carried by the bins, exclusive of their own dead weight, is about fifty pounds per cubic foot of contents. The distribution of this load is such that it is all carried on the walls, by the arching of the grain, excepting that portion resting on the bottom of each bin, which theoretically would be represented by the grain carried by the bin bottom to a height where the angle of repose would join the vertical walls of the bin. The angle of repose is about 30 degrees for all kinds of grain, and if the walls are perfectly rigid all weight above this line is carried by friction on the walls with the grain arched from side to side.



TILE BINS UNDER CONSTRUCTION.

Barnett & Record Co., Engineers and Contractors.

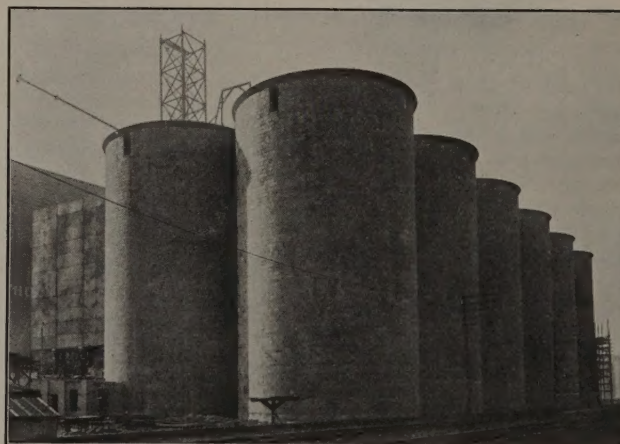
by which is meant those buildings erected at the termini of railroads or water routes—where the grain is transferred and stored for export, with the small country houses which are the outlying points of the grain business along the great railways, the fire record shows an average loss of, or damage to, one elevator building for every day of the year. The cheapness of our timber has been the controlling motive for its use in this construction, but the conditions are now rapidly being revised. Timber has advanced much in price, and other available materials such as steel and masonry—either in the shape of brick, concrete, tile, or combinations of these materials—have been reduced in price; hence the changing conditions of elevator building.

The modern elevator as ordinarily constructed

carried on a heavy frame structure at a sufficient altitude to allow the loaded cars to be brought under them and pass through the building. The operation of receiving grain from either cars or vessels is practically the same in all elevators.

The quantity of grain to be handled in a given time with any given capacity for storage determines the style and shape of the elevator building. If the handling capacity is small compared with its capacity for storage, the bins will cover too much area to enable the legs to fill them by direct spouting, in which case conveyors are used both above and below the bins, from and to the elevator legs for filling and emptying the storage.

As previously stated, wood has been the material mostly used in this construction. [The lecturer



TILE BINS COMPLETED.

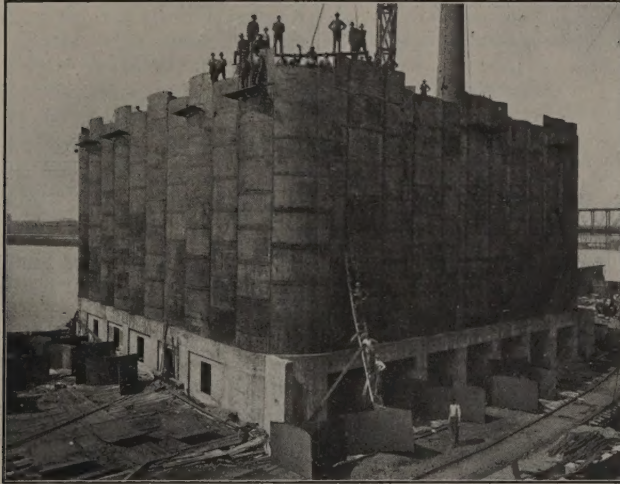
Barnett & Record Co., Engineers and Contractors.

The wooden bin walls are not, however, perfectly rigid. The grain of the timbers being placed horizontal, and the joints between the planks not being a cabinet-fit, there is always considerable settlement. Seventy feet of bin walls, erected with fairly dry lumber, will shrink as much as eighteen inches, making that difference in the height of the bin walls between the finished dimension and the dimension after settlement. In this case the bottom or floor of the bin would receive a heavier load than it would if the wall was rigid, particularly during the process of settlement, and its strength must be proportioned accordingly. It is thus that in filling a bin with grain when the bottom becomes completely covered all load on it ceases, no matter how high the grain may be carried, after the

amount of grain on the bottom reaches the vertical walls. It is this peculiarity in the distribution of weight of grain that enables us to open or close an outlet valve placed in the bottom of the bin. It makes no difference in friction on the valve what depth of grain there may be above it. It will be as heavily loaded if located ten feet from the top of the grain as it would if placed one hundred feet below the top of the bin contents.

When grain is drawn from a bin the column immediately over the opening moves from the valve, clear through the mass to the top of the grain. On the top it continually rolls inwardly from the bin

tional strength is given to the convex surfaces of the cylindrical bins by means of a series of rods, tying them together across the storage space. The bottoms of the tile bins, formed of concrete or other masonry, may be left either flat or formed conical, so that the grain will discharge to the spout opening by means of filling, built up against the interior surfaces of the walls to an angle at which the grain will run freely therefrom, and finished with a concrete facing. The structures as thus built are exceedingly effective and durable, both from the point of view of service and freedom from fire risk.



C. H. & D. RY. ELEVATOR "B," TOLEDO, O., BIN WORK UNDER CONSTRUCTION.
James Macdonald, Engineer and Contractor.

sides to the descending column so long as the grain is allowed to run. The last grain put in the bin is the first to follow the column out, and the first grain put in is the last to be delivered.

Substantial progress in the erection of fireproof buildings for housing and storing grain has been made within the last few years. In foreign countries brick and concrete have been successfully used, both for the construction of the silo or bin system and for the flat floor or warehouse system. There is at present being erected in Liverpool a grain elevator with 1,500,000 bushels capacity, the walls of which are of brick 100 feet deep, each bin averaging about twelve feet square on its horizontal dimensions. Several large elevators with brick bins have been erected at Odessa and Novorossiysk, on the Black Sea in Russia. Concrete has been successfully used in other European countries, particularly Germany and Roumania. A large storage elevator has been completed, with concrete bin walls, at Duluth. The bins are cylindrical in form and placed a short distance apart, being connected together by a concrete wall so as to reclaim the enclosed space, for storage, between the bins.

The Barnett & Record Co., of Minneapolis, has recently brought out a system of fireproof grain bin construction, consisting of a combination of tile and reinforcing steel members, in which hollow semi-glazed tile of special form is used. The walls are built circular in shape, and of various diameters and heights. They are formed by an ingenious method of bonding each course of tile blocks, which are about twelve inches in height and six inches thick, by means of courses of channel-shaped tile, the flanges of the channels standing upward to form a trough in which steel bands are buried in mortar flush with the flanges of the tile. The bins are built in courses of plain and channel tile alternately, first one course of segmental tile twelve inches high, which is capped with the channel tile, then another course, and so on, until the structure is completed. At the same time an outside protection shell of tile is brought up and bonded to the main body of the wall so as to form a perfectly water-tight shell and additional fireproof surface to the structure. The roofs are enclosed with skeleton steel construction, using book tile fillers, and finished with cement. The bins may be arranged in clusters, so as to utilize the interior spaces between them for storage. In these cases addi-

Steel has been used for many years in an experimental sort of way for grain bins in this country. Until recently there has been a widespread suspicion that steel was not suitable for holding such sensitive material as grain, and that it would not keep it, owing to the condensation of moisture that must be given off under certain atmospheric conditions.

In 1861 a grain elevator was completed in South Brooklyn, N. Y., with the bins holding about 500,000 bushels, each bin twelve feet in diameter and about fifty feet deep. Some years later another grain elevator was erected at Girard Point, Phila-

delphia in large tanks of steel. This proved very successful, and was followed by the construction of tanks for the storage of wheat and other kinds of grain with the best results. In cases where the tanks were built separate from the building which contained the operating machinery, and holding from 50,000 to 150,000 bushels, the cost per bushel was not more than 15 to 20 per cent greater than the same storage room would cost in wood.

As a general thing it is not desirable to keep large quantities of grain in one bulk, and for public elevators and general warehousing of grains it is impractical. Grain must be kept in good condition while in store. If it gets out of order it frequently must be aired, or ventilated, by turning it over through the elevator legs and conveyors from one bin to another. It is, therefore, for example, more convenient to have 50,000 bushels in five separate compartments than to have it in one, for, if one portion of the 50,000 bushels gets out of order, in the five compartments, only one-fifth of the bulk would have to be treated, while if any portion of it got out of order in the larger compartment, it would all have to go through the airing process.

The demand for bins in terminal and public warehouses, varying in capacity from 10,000 bushels or less, is imperative, and in the steel elevator recently built by the Great Northern Railway Co. at Duluth the bins are built of steel, and made rectangular, in order to give the requisite number and capacities in the division of the total storage. In this house the bins are made of flat plates, strongly braced and tied together from side to side to prevent buckling. It is almost impossible to get an absolutely rigid construction in rectangular bins by using flat plates exposed to such heavy strains, first on one side and then on the other.

Sometimes two bins in juxtaposition will both be loaded to their full capacity. The wall between them in this case would have no particular side strain as the load would be balanced. If one bin is drawn before the other, the unsupported plates in the empty bin will show a movement by lateral pressure from the loaded bin. It would, therefore, seem that the most logical shape for a bin built of steel plates is the cylindrical, and in order to provide a bin storage that should have cylindrical bins of moderate capacity arranged in such a manner that the total space enclosed by them would all be available, a system of construction in which the

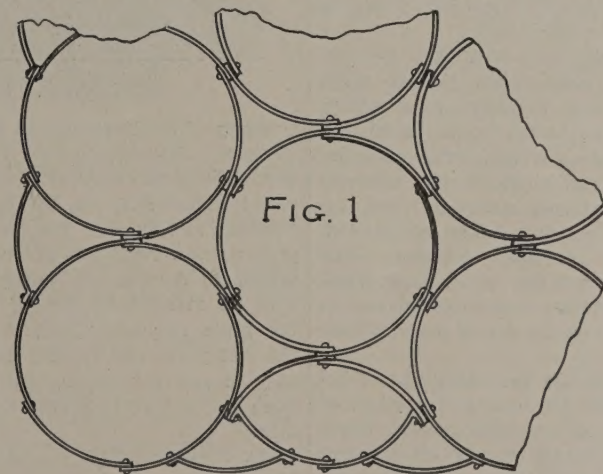


FIGURE SHOWING MANNER OF BOLTING STEEL PLATES.

delphia, with steel bins. Both of these elevators have been in successful operation since their completion, but the excessive cost, at the time they were constructed, discouraged further efforts in this line.

For many years after their erection the disparity between the price of steel and wood was too great to permit of the former being used as a material for grain elevators, and the popular idea that a steel or iron tank will always give off more or less moisture was a powerful argument against its adoption. It has been found, however, that when steel tanks are enclosed so as to prevent a free circulation of air in the interior, that the danger from condensation is almost, if not quite, removed. Of late years the experiment has been made of storing

plates of one cylinder are interlocked with those of adjacent cylinders, and incorporating the triangular space between them into bin storage, either as separate bins, or merged into adjacent bins, is shown herewith.

In erecting this work the vertical joints of the plates where the bins come in contact with each other are lapped. The horizontal joints are butted and covered with butt straps. Where the cylinders are in contact with each other the lap is four plates thick, and all riveted or bolted together. In erecting, three plates are assembled loosely on the ground, so as to form a section of the triangular spaces between the cylinders, and by bolting up these spaces, setting up three plates at a time, we build up the whole structure in one piece—corre-

sponding to monolithic structures in masonry. The spaces between the main cylinders on the outside are reclaimed by enclosing them with flanged plates, having the same curvature as the other plates, bolted to the main cylinders, as shown on the plan, thus giving the exterior walls of the building a fluted or corrugated appearance, with the corrugations vertical and the corners of the building round, as shown in Fig. 1. This bin work is used either on a steel or masonry substructure. It is applicable to all forms and capacities of grain elevators, from the smallest country farmer's house to the modern terminal elevator of the largest capacity. In these buildings all the material is fireproof. The floor covering of the bins is made of concrete. The cupola, roofs, walls and enclosures of all kinds are of steel. All elevator legs, scales, garnerers, spouts, stairs, runways, machinery supports, and even the special cleaning machines when they are used, are built of steel.

Where the outside exposure of such a building would be particularly hazardous, it may be enclosed either with a brick or tile wall to protect the plates of the bin structure from direct exposure. When the first story or substructure is of steel the area for the bins is enclosed by brick walls.

The C., H. & D. Ry. elevator at Toledo, also the Lake Shore Ry. elevator at Buffalo, N. Y., are constructed on this system with the foundations and first story built in concrete. Clusters of piles are driven under the spaces occupied by the piers, which are united at the top by groined arches, forming a solid table on which the bin work rests. The spout openings, with a steel spout in each, are built into the wall during construction. The floors and outside walls are of concrete, and when the first course of plates is erected on the foundation, concrete filling is placed inside to give the hopper form at the bottom of the bins.

The relative merits for the different materials herein enumerated will be finally determined only by the test of time. The selection of either will usually be governed by the price. The great weight and volume of bin walls constructed of brick will always be a powerful argument against its adoption where either concrete, tile or steel is available. The elevators erected in Liverpool and other European cities with brick walls have nearly one-fifth of the total space in the bin story occupied by the brick. The ratio of weight between the walls and capacity is also objectionably great.

Concrete walls, bonded together by steel skeleton work embedded during construction, is fairly satisfactory, but the limitations of concrete construction, in our northern climate, to the warm months of the year, and its great dead weight, will restrict its use for this purpose. The tile construction herewith illustrated is more or less open to the same criticism as to the time of year in which it can be constructed. It has, however, the requisite lightness and strength, and no doubt will find favor, particularly in those cases where the business to be transacted in the elevator will permit the use of large storage compartments.

The steel construction has the advantage of being the lightest material per bushel of storage, of great flexibility in case of any derangement, workable in all seasons and places, and for all practical purposes fireproof. It has been, however, subject to violent fluctuations in price, and necessitates more or less care in its preservation from rust on exposed surfaces, and could receive damage if built adjacent to an inflammable building unless covered with protecting walls of masonry.

There is one feature, however, of a steel elevator building not possessed by any other, and that is, it may be at any time dismantled and removed without materially impairing its value. There are many elevators in the heart of the city of Chicago to-day that have outlived their usefulness, or rather the business has departed from them, and the ground they occupy has become too valuable for other purposes to be profitably occupied by the grain trade. They can only be economically removed by fire. If this condition should in the future overcome a steel elevator, it may be unbolted, loaded on cars, and

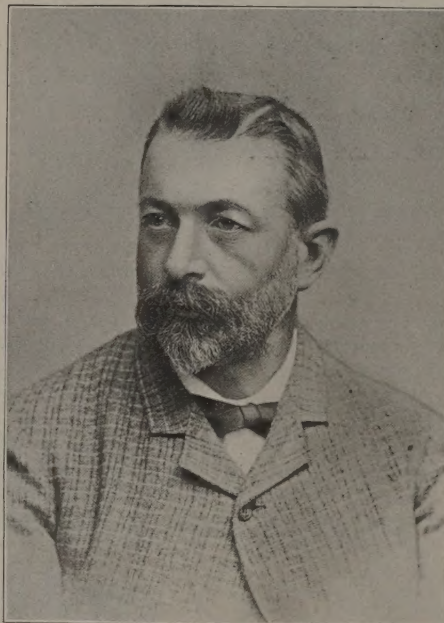
carted off to a new location with small loss in the salvage.

LEONHARD NAEF.

Leonhard Naef has been called the father of the grain trade of New Orleans in its present estate. Prior to the Civil War the Crescent City did a considerable export business in grain which the exigencies of that struggle destroyed; and for a number of years thereafter the false impression obtained in the grain trade that the gulf ports were not climatically safe exits for grain to Europe. With the obliteration of this erroneous notion Mr. Naef had much to do; and as his reward he has now the pleasure of seeing his adopted city standing in the ranks of the great grain exporting cities of the continent.

Mr. Naef is a native of Switzerland, where he was born in 1847. In 1869 he came to America, and obtained employment with Engster & Co., at that time one of the largest cotton factors in New Orleans. He was advanced in responsibility with the passing years, ultimately becoming the firm's confidential man and cashier.

Mr. Naef was introduced to the grain trade in 1880, when Mr. Engster and others purchased the



LEONHARD NAEF.

property of the New Orleans Elevator & Warehouse Company, formerly owned by Messrs. Higby & Son. The plant consisted of one stationary elevator called Elevator A, one floating elevator called the Nictaux, and another but partially built. Of this property Mr. Naef was given charge, and was expected to develop the business. This he did in spite of many handicaps of local conditions and the grain shippers' ill-founded prejudices against the gulf ports, and subsequently he found it necessary to add the floating elevators Windward and Dora to his fleet to handle the growing river business.

Mr. Naef remained in charge of this portion of Mr. Engster's business until the firm of Engster & Co. was dissolved and Mr. Engster returned to his native land, France, to engage in business there as a receiver of grain. Mr. Naef then purchased Mr. Engster's interest in the business and became its secretary and general manager. In 1893, when the old company's charter expired by limitation, the business was reorganized as the present New Orleans Elevator Company.

In addition to Mr. Naef's services to New Orleans in the creation of its present grain export business, he has always taken a proper interest in the city's municipal affairs, and was a member of the city council during the Behan and Flower administrations, considered by New Orleans people generally to be two of the best the city has ever had. He is also a director in one of the largest banks of the city. He is, in short, recognized as one of the

leading practical business men and financiers of the city, whose advice is often sought by his friends and always with most fortunate results to those who act upon his suggestions.

A GRAIN RATE HEARING AT ST. LOUIS.

Interstate Commerce Commissioners Prouty and Fifer and John S. Marchand, special agent, at St. Louis, on April 25 heard testimony in relation to alleged discrimination in grain rates. The complaint was made by Charles J. Searles, a commission merchant of Vicksburg, Miss., who claims that the Mobile & Ohio Railroad Company has made a rate of 11 cents per 100 pounds on corn and oats from St. Louis to Vicksburg to the John E. Hall Commission Company of St. Louis, whereas, as Searles claims, 15 cents per 100 pounds has been the best rate he has been able to get. He also alleged that the Hall Commission Company must also have received a rebate on some of its shipments, even on the 11-cent rate, claiming that when corn was selling at 65 cents a bushel in St. Louis it was quoted at 73 cents at Vicksburg, a price at which it could not have been sold if a straight 11-cent rate had been paid. Of course, the Hall Company had the advantages over other dealers at Vicksburg.

General Agent Miller of the M. & O. R. R. Co. said that a rate of 11 cents per 100 pounds had been made to the Hall Commission Company, but that anyone else could have received the same rate under the same conditions. He said, however, that the rate had not been published and that no tariff sheet proclaiming this rate had been filed with the Interstate Commerce Commission. He produced copies of the waybills, which indicated that most of the shipments on which the low rate was made originated at Atchison, Kan., the through rate from that point to Vicksburg being 18 cents per 100 pounds.

Mr. Miller's waybills having been questioned as to their correctness, he was asked to furnish further documentary evidence of the genuineness of the waybills, and was given time to collect the evidence. The Commission adjourned subject to call.

NEW ELEVATOR AT MILWAUKEE.

A movement looking to the establishment of a large, modern cleaning and storage elevator in Milwaukee is being started among the grain receivers on the floor of the Chamber of Commerce, says the Milwaukee Sentinel. "The plan, so far as worked out, is to form a stock company, composed for the greater part of Milwaukee capitalists, to buy a site where the elevator can be reached by all roads and by water, and to erect thereon a modern steel and concrete cleaning-house of possibly 600,000 bushels' capacity with modern machinery and storage tanks with a capacity of 1,500,000 or 2,000,000 bushels in addition.

"Another proposition that has been made in connection with the idea is to lease the present elevators of the Milwaukee road, rebuild them and turn them into cleaners and build near them large storage tanks of steel. The cost of the first proposition would be from \$400,000 to \$500,000 and the second a smaller sum, but the first would have the advantage of being modern, while the second would give a closer monopoly of the storage business.

"Milwaukee needs more elevator capacity. The present houses are old and of wood and the insurance is so high as to be prohibitive."

GRAND TRUNK AT MONTREAL.

Now that a public elevator at Montreal has at last been contracted for, the Grand Trunk Railway has also entered the field and is hunting for further terminal facilities in that city. In case the improvements are made the plans include the erection of a 1,000,000-bushel grain elevator.

The Corn Products Company, the largest corn consumer in the world, will be operated from Chicago.

NEW RULING ON BANK'S LIABILITY.

BY J. L. ROSENBERGER, LL. B.,
Of the Chicago Bar.

A consignor of grain, which was delivered to a railway company for shipment, drew a draft on the consignees, payable to third parties, and attached thereto bills of lading issued to him by the carrier. The draft was indorsed and delivered by the payees, together with the bills of lading, to a bank which paid to them the amount of it. The drawees accepted and paid the draft. The Supreme Court of Kansas holds (*Hall vs. Keller*, 67 Pacific Reporter, 518) that neither the bank nor the payees were liable to the consignees of the grain (the drawees) for a failure of title in the drawer of the draft to the property shipped.

There were two decisions called to the attention of the court, which hold that a bank, by its act of cashing a draft payable to its order, with bills of lading attached, becomes the owner of the property, and undertakes to carry out the contract made by the drawer (the shipper) with the drawee (the consignee). They were: *Landa vs. Lattin* (Tex.

and other commodities by restricting that freedom with which banks advance money to the drawers of such drafts with bills of lading attached. If banks in whose favor such bills are drawn are made liable for damage on account of the defective quality of the property shipped and covered by the bill of lading, or for failure of title in the drawer of the draft, a serious impediment would be placed in the way of shippers who need a part or all of the price of the commodity sold before its arrival in the market to which it is consigned. Hence the court's decision as above announced.

JESSEN & LANGE.

Jessen & Lange's elevator at Northville, S. D., as shown in the illustration, has been improved since the photograph was taken by the enlargement of the office and engine room wing attached to the main building. The elevator remains, however, as shown in the picture.

It is 32x34 feet on the ground and 40 feet high. There are four bins each 40 feet deep and three others located over the driveway, besides which there are two shipping and two cleaner bins. The



ELEVATOR OF JESSEN & LANGE, NORTHVILLE, SOUTH DAKOTA.

Civ. App.), 46 S. W. Rep., 48; *Finch vs. Gregg* (N. C.), 35 S. E. Rep., 251, 49 L. R. A., 679. In both of these cases grain covered by the bills of lading attached to the drafts which the banks cashed was of inferior quality, and the banks were held liable to the consignees and acceptors of the drafts after the drafts had been paid for the difference in value between the good quality of grain which the consignor agreed to ship and the bad quality actually received.

But the Supreme Court of Kansas is not favorably impressed with the logic of the opinions in the cases referred to. It thinks their weakness lies in the fact that the banks were treated as purchasers of the grain. This, it says, could not be true, for the property shipped had already been sold to the consignees, the acceptors of the drafts, and the legal effect of the acceptance of such negotiable paper in the hands of an indorsee for value at the time seems, it thinks, to have been overlooked.

In the present case, in the judgment of the court, the right to the price only was transferred to the bank, and it held possession of the grain as security for the money it had advanced. To fix a liability upon the bank or on the payees of the draft under the circumstances of this case, the court says, would not only violate well settled rules of the law governing commercial paper, but would also tend to decrease the immense volume of business which is carried on by shippers of stock, grain

equipment consists of dump scale and hopper scale erected under the shipping bin, one elevator leg, with 5x8-inch cups, Barnard & Leas Warehouse Separator and Howe's Scourer.

Adjoining the elevator proper is a flat house, 20x40 feet in size, containing an elevator leg and also a No. 8 Bowsler Feed Mill.

Coal is stored in another shed, 20x60 feet in size.

Jessen & Lange have another house at Mansfield, Brown County, a few miles north of Northville, and in both are doing a very comfortable business.

BUCKET-SHOPS QUITTING.

The late frosts have hit the bucket-shops again, several of which have quit during the past thirty days. The most conspicuous of these was, perhaps, Loring & Co. of Milwaukee, said to have been the largest in the Northwest. It had sixteen branches, located in Racine, Kenosha, Beloit, Janesville, Oshkosh, Appleton, Green Bay and Marinette, Wis., and at Escanaba, Iron Mountain, Houghton, Hancock and Marquette, Mich. All of these outside shops transacted their business through the Milwaukee office.

For a long time the business was a "gold mine." But, since the start of the fight against bucket-shops, the management has had a hard time of it. Cut off from Chicago, the managers tried unsuccessfully to get the Minneapolis grain quotations.

They had been using the figures of the Milwaukee Chamber of Commerce until that body, following the leadership of Chicago and Minneapolis, joined in the general fight.

In the country towns of Illinois some shops are still running, but that at Carthage having been indicted by the grand jury as a common gambling house, was closed by its proprietor, who thus escaped further prosecution.

ILLINOIS VALLEY ASSOCIATION.

The Illinois Valley Grain Dealers' Association held its regular monthly meeting in Chicago on April 30, instead of within the territory of the Association, as usual. This innovation brought out a large attendance, there being at least forty members present at the session. The meeting lasted about an hour and a half and was full of "go." After adjournment and dinner, the members enjoyed themselves with the amusement of an "evening in town," returning home on May day.

The meeting resulted in the amicable settlement of certain local difficulties and in the instruction to track bidders to make bids on the basis of narrower margins.

During the afternoon President Warren of the Chicago Board of Trade addressed the Association on the subject of the bucket-shop. He introduced his theme by saying it was a matter for general congratulation that associations of grain dealers are increasing in numbers and in influence. This influence has been beneficial to the trade always, and he trusted the work of organization would be continued. He said he had thought it a work of supererogation to talk to grain dealers of the evils of the bucket-shop; but having heard of old grain dealers for various reasons going to the bucket-shop to hedge, and the statement of members of Congress that the dealings of brokers on the commercial exchanges and others in bucket-shops differ only in degree, he said he feels now that he must present this question whenever and wherever he finds a chance. Of course, it would be impossible to enter at length upon the subject of the ethics of speculation. While many condemn it in toto, it has always existed and always will exist. If directed it becomes a valuable trade function. Gambling is speculation; but speculation is not gambling. Apply the principle to the grain business: This country raises 3,500 million bushels of grain. The bulk of it is sold within a very few weeks after harvest. The rule is to sell against the stuff for future delivery, and the boards of trade furnish the machinery for these sales. Someone must take this grain in bulk; the consumer can't; so the speculator carries it all. He protects the price; and were he not on hand to take the grain as offered and carry it, prices would necessarily decline and the margin between the producer and consumer would greatly widen. In order to protect the first buyer against a fall in the market, in so far, then, the speculator is a factor in trade as valuable to the farmer as the miller or the exporter. But in a bucket-shop, while the environment is much the same as on the floor of an exchange, nothing is either bought or sold. The broker simply takes the other end of the proposition. On the floor of the exchange there must be a buyer and a seller.

Mr. Warren then rehearsed briefly the history of the campaign against the bucket-shops, which he insisted is one for the benefit of the grain trade at large as well as in the interest of the public morals of the nation. Indicative of the influence of the bucket-shop for evil he said that the big shop of Kansas City, that of the Christy Company, was shown to have made trades on 157 million bushels of grain in a single year. Suppose that immense business had gone through the regular channels of trade—what might not have been its influence on cash prices for real grain?

Chief Inspector Bidwill also made a brief address. He defended the department against the charge of severity. He said his men simply followed the rules made by the Railroad and Warehouse Commission. If they are too severe they may be changed. As a matter of fact, they have been practically unchanged for several years. The

only recent change was in the rule for No. 1 Northern wheat, the Minnesota system of dockage having been substituted for the old method.

Speaking of Standard Oats, Mr. Bidwill said that the grade has not yet been finally defined, but it is now intended to make the grade cover the better class of No. 3 White Oats, weighing 28 pounds to the bushel. The definition of the grade will prevent any admixture of barley, etc., to give it weight.

Somewhat in apology for the increase in the inspection charges, he said the total number of cars inspected at Chicago for the year ended October 21 last was 213,426, or 58,380 less than for the previous year. Receipts by lake and canal were 2,444,866 bushels, a decline of 2,274,756 bushels, while the grand total of receipts was 241,155,033 bushels, a decline of 50,819,116 bushels. The out inspection was 148,337,116 bushels, a decline of 22,447,258 bushels. The total of in and out inspections declined for the year named 72,266,374 bushels.

On the other hand, there has been a large increase in the quantity of grain carried in the average car. The cars are bigger than they used to be and the railroads require them to be loaded to the limit. In 1881, 500 bushels of corn, 900 of oats and 450 of wheat or rye made a good average; in 1901, the average car of wheat was 954 bushels, of corn 935, of oats 1,447, of rye 883, of barley 938. So that the cost per bushel for inspection is really no greater, perhaps less, than it was ten years or more ago.

Secretary Stone of the Board of Trade also made a brief address, paying a compliment to the character of the men composing the Association, and also briefly supplementing the word of President Warren on the bucket-shop. He said the Board is opposed to all illegitimate dealing; and the difference between trades on its floor and those in a bucket-shop is one of good faith. On the Board, every trade is made in good faith. Every seller stands ready to deliver; every buyer stands ready to receive and pay spot cash for the stuff. This kind of trading contributes to the prosperity of the country by facilitating commerce; the trades of the bucket-shop are hypocritical, and form no part of and have no influence on the commerce of the country.

On motion of J. N. Dunaway of Ottawa, the speakers were tendered a vote of thanks.

Mr. Foss, chief weighmaster, was called for, but it appears Mr. Foss had taken advantage of the dull season and was absent on a vacation trip to old Mexico.

Mr. J. W. Radford of Chicago called attention to the annual meeting of the Illinois Grain Dealers' Association at Decatur in June next, and urged all members of the Valley Association to make a special effort to be present.

Mr. Lloyd, traveling agent of the state Association, said that the new directory of regular dealers in Illinois is about ready for distribution in tentative form. He asked, in the name of the officers of the state association, who had compiled it, for a free criticism by all who received copies of this first edition, in order that the permanent edition might be made as free from errors as possible.

Adjourned to meet at the Columbia Hotel, Streator, on the evening of May 29.

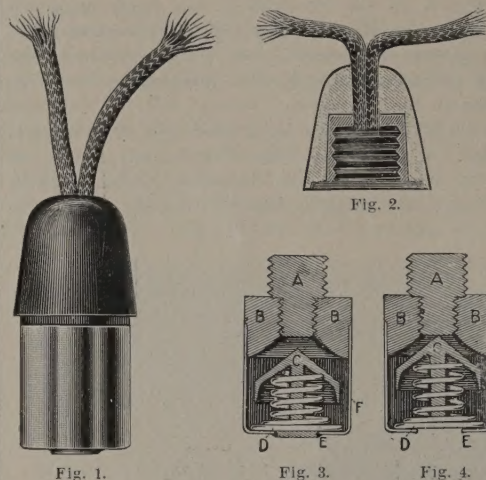
THE WEEHAWKEN ELEVATOR.

With the disappearance of ice in the North River, work is progressing actively on the substructure of the new elevator of the New York Central & Hudson River Railroad on Pier 8, Weehawken, N. J. This job has been a particularly difficult piece of foundation work, requiring in the neighborhood of 6,000 piles, ranging from 116 to 122 feet in length. Geo. M. Moulton & Co., the designers and general contractors for the superstructure, have begun setting of the boot tanks, and expect to have the work of raising the superstructure well started by July 1. This elevator, when completed, will have a storage capacity of 2,000,000 bushels. It will be constructed entirely of steel, even to the window frames and sash, and enclosed with brick and hollow tile fireproofing.

JOURNAL ALARM SYSTEM FOR FIRE PROTECTION IN GRAIN ELEVATORS.

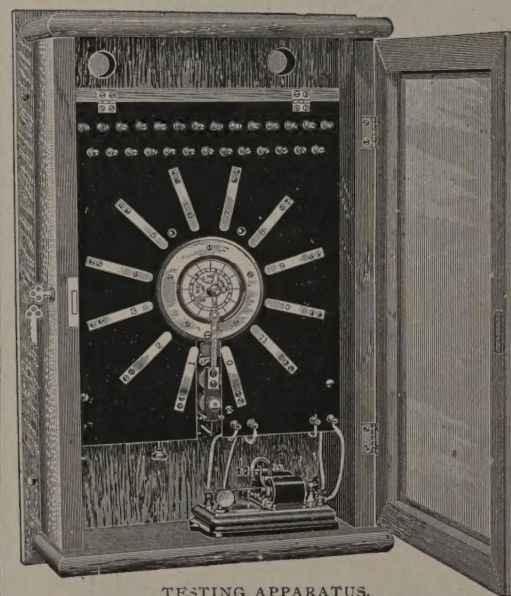
It is generally conceded to-day by underwriters that a great number of the mysterious fires which originate in grain elevators are caused by overheated bearings. The liability of these bearings to heating is due to their location on long lines of shafting, which are liable to be thrown out of line and adjustment by the variation in the enormous weight on the different parts of the elevator, caused by the emptying and filling of bins.

A great number of the bearings are also located where the oiler cannot reach them when the machinery is running, and these, especially those on



the boots, frequently become heated because of oil clogging in the pipes leading to them, thus cutting off their supply of the lubricant. Then, when the bearing, covered, as it often becomes, with a fine grain dust, which is thoroughly saturated with waste lubricant, becomes heated, a dangerous condition arises, which, in a majority of cases results in a fire.

The Western Fire Appliance Works, of 358 Dear-



TESTING APPARATUS.

born street, Chicago, has devised a system which is in operation in a number of the largest houses of Chicago, which eliminates all danger from overheated bearings by giving an automatic alarm when the bearing becomes heated nearly to or beyond the danger point. This system consists of a thermostat (Fig. 1) on every bearing in the elevator, which is set to give an alarm at 160 degrees Fahrenheit. The thermostats are connected with electric wires run in moulding conduits and pipes in such a manner that no injury results from the working of the elevator, and they in no way interfere with the general care of the bearings. The wires are connected with an annunciator in the engine room, which shows the engineer on what floor or in what circuit the hot box is. The thermo-

stats are also connected with signal bells, which are located so they can be heard on each floor throughout the elevator and which announce by sound the number of circuit the hot box is on.

In each circuit there is a series of switches, so that the heated box can be located at once by the oiler.

In connection with the wiring there is an apparatus located in the engine room which automatically tests and makes a record of the condition of every inch of wire connected with the system. If there should be a broken wire or any other trouble within the system, it will be shown and located by this testing apparatus. The system is wired in duplicate also, so that a single broken wire cannot stop the ringing in of the alarm.

Fig. 2 is a sectional view of the cap which the thermostat screws into. This cap is connected with the wires by soldered joints.

Fig. 3 is a sectional view of the thermostat before it is operated and Fig. 4 is a sectional view of the thermostat after it is operated.

The system has been approved by the Chicago Underwriters' Association, which allows a reduction of 25 cents per \$100 in the rate on cleaning elevators and 15 cents per \$100 in the rate on regular or storage elevators in which the system is installed.

While it gives protection to underwriters, the system also, in case of trouble, will save the owner of the elevator the expense of a shutdown for hours and the rebarbbiting of the boxes, by giving timely warning to the superintendent and the oiler of the bad condition or overheating of bearings. It also saves at the coal pile by causing a reduction of the friction on the machinery.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

The ninth annual convention of the Illinois Grain Dealers' Association will be held at Decatur on Tuesday and Wednesday, June 10 and 11. The program has not been entirely determined upon as yet, but will be somewhat as follows:

TUESDAY, JUNE 10, 10 A. M.

Call to order.
Remarks by President Thos. Costello.
Reading of record of last meeting.
Treasurer's report.
Secretary's report.
Traveling representative's report.
Reports of executive and arbitration committees.
Appointment of special committees.
Miscellaneous business.
Adjournment for dinner.

AFTERNOON.

Reports of committees.
Election of officers.
Subjects of importance to the Association will then be introduced by various speakers from the different grain-raising states.
Adjournment.
At 7 p. m.—Banquet.

WEDNESDAY, JUNE 11, 9:30 A. M.

Continuation of addresses upon all important subjects.
Adjourn for dinner.

AFTERNOON.

Installation of new officers.
Appointment of standing committees by the president.
Miscellaneous business.
Report of the finance committee.
Adjournment.

Directly after this will be meetings of the executive and finance committees, for organization and business.

The officers of the Association hope and expect a very interesting meeting.

The Agricultural Department recently purchased in Maryland a carload of shelled extra quality white corn, which it is understood is to be sent as seed to our new colonial possessions for experimental planting.

P. M. INGOLD.

P. M. Ingold of Spencer, Iowa, is a native of that state, having been born on a farm near Osceola, in 1868, and has all the vigorous activity and sterling qualities of manhood that have made Iowa the magnificent state she now is. After obtaining a common school education he entered the grain business at eighteen, as an employee of F. H. Peavey & Co. at Hospers, Iowa, where he worked for two years and then obtained an advancement to be manager of the combined grain and lumber business of F. M. Slagle & Co. at Sioux Center, Iowa, a position he held for seven years.

He was by this time ready to go into business for himself and for that purpose went to Spencer, a



P. M. INGOLD.

town he has since made his headquarters. During 1898 and 1899 he acted as traveling solicitor for the Brooks-Griffith Company of Minneapolis, but in 1900 he resumed management of his business, and having obtained sites on the then new line of the M. & St. L. road, between Estherville and Storm Lake, he built five new modern elevators.

He is now the sole owner of seven elevators, with a combined capacity of 150,000 bushels, all modern houses, equipped with gasoline engines and new elevator machinery, and all are well located on the M. & St. L. and C., M. & St. P. roads in the best farming country of the Northwest.

Mr. Ingold's career has not been spectacular in the least. He has earned every dollar's worth of property he owns, and this success rests on the solid foundation of the confidence of his farmer friends in his integrity and fairness as a buyer, on a credit that he has never abused, and on sound business methods in all his dealings with receivers. These qualities are really not rare in men, and that makes it so strange that some breeds of young men will attempt to win success by other methods more devious than profitable.

MEMPHIS AT WORK.

The Merchants' Exchange of Memphis has already begun the work of preparing for the annual meeting of the Grain Dealers' National Association, to be held in that city on October 1, 2 and 3.

There seems no doubt that a satisfactory rate will be made from all parts of the country to bona fide members of the National Association and delegates to this meeting from its affiliated associations, as well as to individuals who are members of the affiliated associations. It is understood (unofficially) that membership in an affiliated association will be a sine qua non of a reduced rate to individual grain dealers attending the meeting not as accredited delegates.

Of the local program nothing has as yet been given out or, indeed, determined upon, except that

among the entertainments will be an excursion on a Mississippi River steamer.

GRAIN INSPECTION IN KANSAS.

[A paper by Benj. J. Northrup, State Inspector of Grain for the state of Kansas, read at the annual meeting of the Kansas Grain Dealers' Association.]

I have been on one side of the grain question all my life. I was reared in a mill and have been a buyer of grain for milling since my arrival at age of discretion. I now find myself in a position between the people I used to buy grain of, the farmer or country shipper, and the grain dealers and large elevator men; and I think I know them well, and know enough how each wants to be treated to strike a "happy medium" and be fair. If I am not, I hope you will be lenient, for we all make mistakes.

The inspection of grain in Kansas has now been established several years, and is on a firm basis. The department has charge of inspection at Kansas City, Atchison, Topeka, Coffeyville, Leavenworth, Winfield and Parsons, with a force of eighteen inspectors, thirteen weighmasters and twelve helpers, a total of forty-six people, including office force, with headquarters at Kansas City, Kan.

There is no question but that the department, as conducted by the state, is a benefit to all parties. We are in the position of arbitrators; and the inspector, when he goes into a car, not knowing whom it belongs to or from whom it came, should be and is an arbitrator, as it lies largely with him to set the price on the shipper's grain and to give the receiver a true sample of the contents of the car and its grade. Our grades are recognized and known all over the country and have a standing in nearly all of the markets of the United States.

Our inspectors are selected as reliable, trustworthy men, strictly honest, and experienced in grain; and to doubly safeguard the inspections, they are required to give bonds to faithfully perform their work. And yet they are human and "prone to err;" but, with the safeguard of reinspection, by an expert inspector, and the committee, composed of three disinterested grain men, the shipper and receiver are sure of correct inspection, if they take advantage of these safeguards.

The average shipper of grain is an honest man and loads his cars the same in the bottom as on top. We occasionally find a car that we think has been loaded with the intention to deceive, and such dishonesty, when found, is not lightly passed over, as we grade the whole car by the poorest grain found in it, if we are convinced it is done to defraud. If the shipper with two or more kinds of grain would keep them separate, all would be easier to grade, and he would remove any suspicion of plugging. It is a remarkable fact that it rarely ever happens that the poor grain in a car is on top. By some means the poor stuff works to the bottom; and unless the inspector has a good long tryer and gets close to the bottom, it is missed and the "honest" shipper is correspondingly happy—and the receiver in a larger degree is unhappy.

The chief inspectors of the United States have formed an association, and at a meeting held in Philadelphia during the month of February, samples of standard contract grain from the different inspection departments of the United States were submitted, with a view to getting a more uniform inspection. The rules and grades as established at the different markets in the states, we found, are very nearly the same, and in a little time we hope they will be uniform all over the country. Then the old trouble of off grades and misinspection will be largely a thing of the past, and a certificate issued in Kansas will be accepted at any point.

Our Kansas hard wheat is such a distinctive type that it is not easy to misinspect or unfairly treat it, although the tendency at times is to mix some other wheat with it and pass it off as Kansas wheat. But we have a grade that covers that class of wheat, which is known as mixed wheat, composed of any kind of sound wheat from any locality. Our dark Turkey wheat can't be counterfeited, as its character is so distinct from the other hard

varieties in color and shape, and it is growing in favor year by year. I think it should have a grade of its own, to distinguish it from ordinary Kansas hard wheat. Our red wheat, although not raised as largely as in former years, is still much in favor with millers.

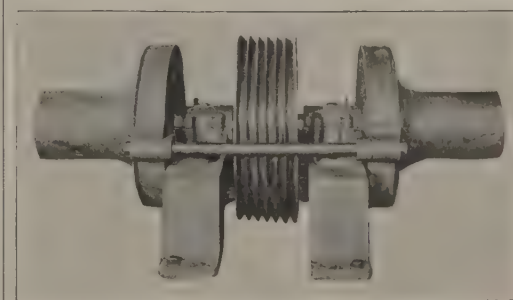
Our corn and oats have been neglected this year, owing to a partial failure of crops, but we have tried to keep the grades up to the standard with the other grains.

The weighing of grain is also a branch of this department, and is a very important part of our duties. Our weighmasters are selected as trustworthy men, and are under bond to do their work faithfully. We have men in nearly all of the elevators in the state and we are doing our best to give correct weights. I can truthfully say we weigh all the grain that comes up and gets into the hopper scale. It is impossible for the weighmaster to be downstairs and see the car cleaned and also see the grain all go up, and at the same time be at the scale taking the weight. We have very few complaints of short weights, but when we do, we investigate them carefully and try and find out the cause of the loss and sometimes succeed in doing so; but I am sure if we collected a larger fee and had a larger force, we could reduce the short-weight problem to a minimum by having a man at the car to see that no mistakes are made in getting the grain all out and all up the proper leg, and see that the signal is given at the proper time that it is all up and in the garner. A great amount of shortage is caused by poor cooping and overloading of old cars.

In no case have I found an elevator under suspicion of stealing; but I am satisfied the shortages occur largely by mistakes in elevating. If a car is "short," another will be correspondingly "over." We hear from the short-weight cars only; never from over-weights.

AN INTERNAL GEARED CAR PULLER.

The accompanying illustration shows an Internal Compound Geared Double Ended Car Puller, manufactured by the Burrell Manufacturing Company, Chicago. It is mounted on a solid cast-iron frame, tied together with heavy bolts, and is so constructed that the belt or rope may be taken off at any angle. The operator can pull fifteen cars on one capstan and fifteen cars on the other in



AN INTERNAL GEARED CAR PULLER.

opposite directions, or he can pull thirty cars on both capstans in the same direction.

The car pullers are made in capacities to pull from three to thirty cars. Machines for from three to fifteen cars are built with only one capstan. As is well known, the most desirable equipment for a car puller is to have it fitted with friction clutch on the shaft, and these machines are fitted with sheaves, belts or friction clutches as desired.

The gears are all cut and pinions are made of steel running in an internal gear. In this machine the special construction of the gears gives the shaft a high speed, combining strength and power. The relation of the shaft to the gear is 5 to 1. The capstan and gears revolve on anti-friction rollers.

The machine is strongly built, easily controlled, and has proven one of the best liked of this firm's specialties.

The famous grain palace of Aberdeen, S. D., was burned on April 27.

D. S. BEALS.

One of the oldest and probably the best known of elevator men in Michigan is D. S. Beals, the venerable superintendent of the Detroit Railroad Elevator Company's houses in Detroit. Born on October 10, 1824, Mr. Beals is still in excellent health and may be found every day directing the business of the elevators and daily extending his already long list of personal and business friends.

Mr. Beals comes from old Puritan stock—of the Brahman class in New England, as Oliver Wendell Holmes used to call them—for his ancestors came from England on the good ship *Fortune*, the first



D. S. BEALS.

ship to follow the *Mayflower* to the New World. It landed at Plymouth on November 11, 1621, bringing to the distressed colony some twenty-four families which had been left behind by the *Mayflower* when it sailed. Among these were the families of William Beals, John Adams and others. Mr. Beals' mother was a Shuman, whose father, like her husband's also, were soldiers with Washington during the Revolution.

Mr. Beals was born near South Adams, but in 1834 his father removed from Massachusetts to Michigan, crossing Lake Erie in the steamer *General Harrison*, and settling on a farm in Lenawee County. Here the son learned farming and made it his occupation until the year 1851, when he entered the employ of the L. S. & M. S. Railroad Company in the car department. Here he remained until 1872, when he was appointed superintendent of the Detroit Railroad Elevator Company's elevator in Detroit. When the Union Depot Elevator on the Wabash was completed in 1882, he was made superintendent of that house also, and he has since managed both elevators to the entire satisfaction of their owners, as well as of the public patronizing them.

CAR THIEVING STOPPED IN MINNEAPOLIS.

The grain inspection department of Minnesota believes it has conquered the grain thief at Minneapolis, where the evil had at one time reached excessive proportions. The police courts at first favored the offenders, until the department went before the city council and secured an ordinance so broad that if a man is caught in a car or going into a car or prowling around a car when he has no apparent business there, it may be assumed that he is there for no good purpose. Such a law might not in all particulars stand the racket of the appellate courts, which have a way of making prosecutors prove a man guilty of a crime, but the ordinance seems to do the work of making

car-breaking unpopular, and what more can be asked?

CENTRAL ILLINOIS GRAIN DEALERS' ASSOCIATION.

A meeting of the Central Illinois Grain Dealers' Association was held at Peoria on Tuesday evening, April 29.

No formal business was transacted, but the meeting took the form of a banquet, to which some fifty or more members sat down. After cigars were served, there were a number of informal speeches, or responses to toasts, among which was the following on "Honest Competition," by E. F. Unland, president of the Smith-Hippen Company of Pekin, Ill., which attracted more than passing attention. Mr. Unland said:

HONEST COMPETITION.

Competition is the battle for supremacy in the various walks and positions of life. It is the child of ambition and ambition is natural to man. The desire to be successful is inherent in every human spirit, and even the schoolboy's heart throbs with responsive enthusiasm when he reads the Homeric instruction to his son, "Always to be the best and superior to all others." Lack of this competing spirit is one of the worst things that can befall a man, for then the mainspring of his soul is broken and his energy and elevation are at an end, and he is either a fool or a sluggard.

Competition has greatly assisted in the development of society by rousing the latent resources of man. It is the foundation and basis of all successful business enterprises. Since the beginning of time civilization has attained its highest altitude where competition was freest and most severe. You find it wherever life and activity abound; not alone in military circles or among senators and statesmen, but in the common walks of life, among students contesting for literary honors, among business men matching themselves before the eyes of the world and shaking the market with their footsteps. We find it even among the clergy preaching the meek and lowly Jesus of Nazareth. And why not? The desire to surpass his fellow laborers and be first in his profession and work dishonors no man, provided he does not attain his superiority at the expense of others. We have a right in this busy world to do our best and to outstrip, if possible, our competitors, and as long as we use the right means, without doing harm to our fellow men, it is honest competition.

The assertion, therefore, of some self-important and cynical men that there is no honest competition in life, is both puerile and superficial, and does not bear the light of experience. It is true that men rise, often by pushing others down, but mark you, men have also risen by building others up. And he who is exalted on this principle to the place of honor has won the honor of those above whom he is elevated and is where he is with their highest approval.

But let us follow competition where it is most pronounced—into the busy mart, full of loss and gain, of speculation and of commercial activity. Do we find here something like honest competition? I confess the answer is not easy. If we follow the code of ethics established by the world, which proclaims the inflexible law that everybody must look out for himself and insists upon the survival of the fittest, of course there is. But the most of us have at home an old Book, full of practical, though often despised truths, which also treats of competition. It tells of Cain and Abel, both competitors for the favor of God, and the result was the first murder recorded in the annals of sacred history. Sadly enough business on this principle has been done too often in the history of the world—to kill the competitor.

The old Book, however, reveals a higher moral standard. It commands, "Thou shalt love thy neighbor as thyself." Moreover, it says, "Therefore all things whatsoever you would that men do unto you, do you even so unto them." Are such refined ethics practical in commercial life? In answering this question let me remind you of a man who has always stood as a synonym of strong and immovable faith: Abraham, the father of the faithful. When competition arose between his herdsmen and those of his kinsmen, Lot, and separation became necessary, he, the nobler and greater of the two, left the choice of the country to his competitor. Right or left, what cared the pilgrim of the invisible for fertile lands or rugged sands? He knew the Lord had promised to take care of him, and so without hesitation or misgivings, he put himself into God's hands. That was, perhaps, not business-like, but it was grand.

But now, rising from this old history, let us look into the face of modern society and let us acknowledge how far we are in all the relationships of life from doing anything of this kind. There are, for instance, two men in the same business, and there is enough for both. One happens to have more money and ability than the other, and he proceeds to crush his neighbor, and when he has accomplished this, he proceeds to reimburse himself at the expense of the public. In the good old days of the Fathers the maxim used to be, "Live and let live." The latest development in business and along industrial lines is to either crush competition, or to consolidate; to merge or create a community of interest. Is this new mode of business desirable or beneficial to our country? Are trusts and monopolies in accordance with the genius and traditions of our country? I think not.

The American people are a patient people, and will submit for awhile, but let them once become aroused, and they will sweep these evils from the land. It took rivers of blood and untold suffering and agony to wipe

out the great wrong and the iniquity of human slavery years ago. So I believe the Standard Oil trust, the railroad consolidations, the steamship merger, the Steel trust, the labor union trusts, the Beef trust and all monopolies of whatsoever kind, will be swept away. It seems to me that I hear the distant thunder of the coming storm now, and for the wind that these institutions have sown, they will reap a whirlwind.

All these monopolistic institutions tend to destroy the liberty of the common people and blight their aspirations and ambitions for individual achievement. While the cry that the rich are getting richer and the poor poorer is not entirely true, the concentration of so much wealth in a few hands is a menace to the welfare of our country and a danger to our free institutions. Courts and legislatures are influenced as things are now, and who knows but some day you may be enjoined by your neighbor from some court not to pay above or below a certain price for the grain you purchase.

Honest competition is the life of trade, and in the long run will declare larger dividends than selfish scheming.

WELLSVILLE GRAIN AND LUMBER COMPANY.

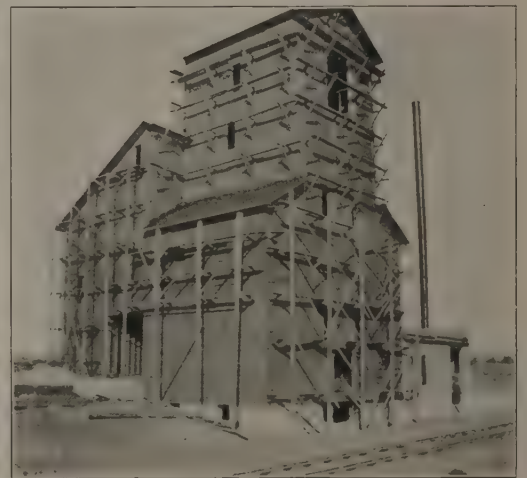
The elevator of the Wellsville Grain & Lumber Company, Wellsville, Kan., shown in the picture in course of construction, is now finished and is one of the best houses of moderate size in that state. Built for the transaction of both a local and a transit business, it has 40,000 bushels' capacity, and contains a complete equipment.

The power plant consists of a 50-horsepower Corliss Engine and 60-horsepower Atlas Boiler, with power transmission by rope drives from a line shaft in the basement. There are two corn shellers, each of 700 bushels' capacity per hour; No. 2 Cornwall Corn Cleaner, and No. 6-A Monitor Special Flax Mill of capacity of 600 bushels per hour.

For handling grain there are three dumps, which may be used for either corn or small grain, and from the sinks there are five stands of elevators with the usual turn-heads and cut-offs, handled from the working floor. Cars are unloaded by power shovel, cars being moved into place by power car puller.

The hopper scales will take a carload, and are located at such a height that the bottom of the scales is 30 feet above the car roof. This gives the falling grain such force that the ends of the cars in loading are trimmed without any shoveling.

The feed mill department contains a 9x18-inch



WELLSVILLE ELEVATOR IN COURSE OF CONSTRUCTION.

Barnard & Leas Feed Mill and meal bolt and a No. 9 Bowsler Ear Corn Grinder.

In fact, the plant has been carefully planned and constructed for operation as the central house of a system covering eleven different points, as well as of a business which handles track stuff from a considerable territory adjacent to Wellsville.

A record was made on April 21 at the new Canadian Northern Railway elevator, Port Arthur, when 50,000 bushels of grain were loaded into the steamer *Donnacanna* in one hour and a quarter. This fast shipment was made under unfavorable circumstances, the loading spouts not yet being in place and the grain having to be loaded by the trimming spouts. Three spouts were used.

M. A. GREER.

As the Marseilles Manufacturing Company continues to enlarge the borders of its business area, its need for permanent headquarters in other states is filled by the appointment of men in charge who are not merely traveling salesmen, but, as far as possible, experts in the line of machinery they are called upon to handle. The latest addition to this corps of agents is Mr. M. A. Greer, who has been sent from the company's headquarters at Marseilles, Ill., to take charge of the branch office at Indianapolis from which he will travel through the states of Indiana and Ohio.

Mr. Greer is a native of Iowa and is a trained



M. A. GREER.

stationary and locomotive engineer, as well as machinist. For a number of years, however, after leaving Iowa he was connected as traveling salesman and also as superintendent of the machine shop of the E. H. Pease Manufacturing Company of Racine, Wis., until that company's business was absorbed by the Marseilles Manufacturing Company, when the latter company took Mr. Greer to Marseilles. With the Racine connection Mr. Greer acquired an intimate knowledge of grain elevator work, which he has perfected by his Marseilles experience, as well as by extensive travel in Eastern Illinois and Indiana, so that he is prepared to be of substantial service to elevator men who may need the services of his company. He is a genial gentleman and is sure to enlarge the number of friends of the Marseilles Company in the states in which he represents them.

CO-OPERATIVE ECCENTRICITY.

The latest manifestation of "wheels" by the managing directory of the Kansas Farmers' Coöperative Grain and Live Stock Association was an attempt by "resolution" to "control the price of the products marketed by the Kansas farmers." A resolution advising the members of the Association and the farmers of the state to assist was adopted at a meeting of the directors held on April 26, by the unanimous vote of J. A. Bucklin of Thomas, James Butler of Shawnee, C. W. Peckham of Reno, W. C. McConnell of Neosho and R. W. Smith of Ottawa.

"In order that the producer may get his products to market with the least outlay for freight and commissions and realize the highest price for the same, such products must be handled in accordance with some exact system; therefore, be it

"Resolved, That we, the directors of the Farmers' Coöperative Grain and Live Stock Association, recommend the following:

"Farmers are requested to organize and list with their local secretary on blanks prepared for that purpose the amount of grain and live stock they have for sale in the near future, with the price they are willing to accept for the same. The local secretary shall immediately forward to the state

or central secretary this information, when the secretary and his assistant shall try to sell the same to the best advantage."

"The object of the resolution," said Secretary James Butler, "is to fix the prices of our own products and not allow the other fellow to fix them for us." It is perhaps most important to know that this resolution was unanimously adopted, otherwise there might be a loophole somewhere by which the "other fellow" might sneak in and have a voice in this precious bit of price making.

MORE ELEVATOR INSURANCE.

The Winona Fire Insurance Association of Winona, Minn., has been organized by twenty-one elevator companies operating some 1,500 elevators in the states of Iowa, Minnesota, Wisconsin and North and South Dakota, Kansas and Nebraska.

The immediate object of this Association is for the insurance of the properties owned by the incorporating companies; but in addition to this it will handle all kinds of fire insurance. The Association starts with a paid-up capital stock of \$100,000, and when it begins business on July 1 will have a paid-up capital of \$130,000. The directors for the first year are E. D. Dyar, R. E. Tearse, J. R. Marfield and W. B. Parsons of Winona, A. W. Bingham of New Ulm, A. G. Moritz and F. C. Van Deusen of Minneapolis. The officers are: President, E. D. Dyar; vice-president, R. E. Tearse; treasurer, J. R. Marfield; secretary, H. G. Smith; assistant secretary, W. A. Baumann.

One line of business the new Association will carry is that heretofore written by the Grain Dealers' Indemnity of Winona, a mutual company, which will go out of business on August 1. The headquarters of the new company will be in Winona, Minn.

PEACE AT BUFFALO.

The Grain Shovelers' Union and the Lake Carriers' Association have signed agreements for the current navigation season that insures another year of peace on the docks at Buffalo. The prosperity of the shovelers since the abolishment of the middleman system, with its accompanying graft by the saloonkeepers on the men's wages, has been so conspicuous that no difficulty was encountered in the way of a renewal of last year's contract with the Lake Carriers' Association.

"Quite the most important feature of the new

or political influence shall be permitted by representatives of employees. The supervising boss shall have power to hire or discharge men for cause.

BRITISH GRAIN TAXES.

The British budget reported to the House of Commons on April 14 and adopted by that body a few days later was issued in its final form on May 3. It provides for a duty of three pence (6 cents) per hundredweight, from April 15, on wheat, barley, oats, rye, maize, buckwheat, peas, beans, locust beans, lentils, uncleaned rice and offals thereof; and for a duty of five pence (10 cents) on flour, meal, starch, arrowroot, tapioca, potato flour, sago, malt, pearled barley and cleaned rice.

Drawbacks equal to the duty are allowed from May 7 on the reexport of any of the above articles which have undergone the process of manufacture or preparation in the United Kingdom.

Drawbacks are also allowed on goods prepared in the United Kingdom in which imported grains are used, to the amount of the duty paid on such foreign grains.

Articles deposited in bonded warehouses for use as ship's stores are also entitled to drawbacks.

No other rebates are allowed on grain or flour in transit prior to April 15. In Great Britain the purchaser after April 14 pays the tax.

McDONALD BROS.' ECONOMY PITLESS SCALE.

This scale is called the Economy, because it saves the purchaser many dollars in installing it, no expensive pit being required. But the economy does not stop here, for there is no expense in maintaining a pit nor trouble in keeping it clean; no renewing of wooden joists.

The manufacturers, McDonald Bros. of Pleasant Hill, Mo., send this scale out complete except the plank for flooring and the foundations for each end, which can be either of a permanent or temporary nature to suit the requirements.

The steel joists in the Economy Pitless Scale remain perfectly rigid, thus insuring absolute accuracy under all conditions. There is no decay nor swagging as with wooden joists. The frame and levers are of the best quality of cast iron, made heavy enough to carry almost double the capacity of the scale, thus enabling them to retain their rigidity. The weighing parts have Black Diamond tool steel bearing edges throughout, carefully



McDONALD BROS.' ECONOMY PITLESS SCALE.

arrangement is the scheme of arbitration," says the Express. "This is not exactly such as the Lake Carriers' Association wished to obtain, but it is fair to each party and no trouble can arise if it is strictly adhered to. Other noteworthy features provide for the men working pending a settlement of a dispute, the discharge of drunken men and the continued banishment of saloon and political influences. The scoopers have had all the experience they want with a mixture of saloons and business."

Thos. W. Kennedy will again be superintendent for the carriers. The wage scale is \$2 per 1,000 bushels, except where cargoes are started after 10 p. m. Saturday, or at any time up to 7 a. m., Monday, or coming partially unloaded from another elevator after 10 p. m., Saturday. Such cargoes shall be paid for at the rate of \$3 per 1,000 bushels. The compensation for handling wet grain or lightering cargoes where vessels are aground shall be at the rate of 30 cents an hour. It is agreed that no saloon

ground, adjusted and sealed to a series of sealed U. S. standard weights. The accuracy and workmanship are guaranteed.

The scale is provided with an improved notched compound scale beam, requiring no loose weights.

Parties requiring an inexpensive but reliable wagon or stock scale should send to the makers for descriptive circulars, testimonials, etc.

"Those rains out West improved the condition of the winter wheat," said Mr. Braddock. "Yes," assented Mr. Wilkinsburg; "and now the bulls on grain are objecting to the water cure."

The Brackman & Ker Milling Company of Victoria, B. C., has received a contract from the British government for 4,000 tons of oats, to be shipped to South Africa from that port. The oats were in stock at the company's elevator at Edmonton, and were inspected there by officials from Ottawa.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

DEALERS SHOULD REPORT TO GOVERNMENT.

Editor American Elevator and Grain Trade:—I think the grain men could give more accurate reports on crop conditions and the amount in farmers' hands than by the present system of having one farmer in each township report. But I think the reports should be made to the government, and not to the secretaries of the grain dealers' associations.

Yours truly, RUFUS BULLARD.
Maxwell, Iowa.

FINE WHEAT PROSPECTS.

Editor American Elevator and Grain Trade:—In regard to the crop report of each state in the Union, my plan would be to secure it through each township assessor. He could send his report to the county clerk, and he in turn to the state secretary, and so on up.

Wheat is looking fine in our county. If nothing happens to the crop it will be better than last year.

Yours truly, J. R. CLIFT.
New Albany, Wilson Co., Kan.

FARMERS' REPORTS UNTRUTHFUL.

Editor American Elevator and Grain Trade:—With an experience of 35 years in the grain business, will say that we cannot get anything like correct estimates of the grain crops with the farmers as reporters. They will, in a majority of cases, report the crop at 2 per cent less than it should be, stating that it will not do to make it any larger (that is, correct), as it will reduce the price.

The suggestion about compiling crop reports from grain dealers is a wise one, as under that method we would get nearer the truth.

Respectfully yours, E. H. BIGELOW.
Greenview, Ill.

DOCKAGE SHOULD BE ABOLISHED.

Editor American Elevator and Grain Trade:—As to the 100-pound dockage in our market, on grain weighed at regular elevators, will say that this has been a custom here for the last 20 years. We understand that it is done in other markets, but not shown on the weight certificate, as is customary here. Be that as it may, we are of the opinion that no deduction should be made, and we have been using our best endeavors to have it abrogated. We think the sentiment is gaining ground in our market that this old custom should be eliminated.

Yours truly, ERNST-DAVIS GRAIN CO.
Kansas City, Mo.

SAME PRICE WITHOUT DOCKAGE.

Editor American Elevator and Grain Trade:—As to whether we think the 100-pound dockage a just one or not, will say that as long as it is generally understood at the time the sale is made that 100 pounds are to be allowed, and while it is a custom, there can be nothing wrong about it. But we do not see why any number of pounds should be allowed in making a sale of a carload of grain, when the sale is made and price fixed on basis of sample exhibited. We believe that the grain would sell at the same price per bushel, as a rule, without the dockage as with it.

Yours truly, MURPHY GRAIN CO.
Kansas City, Mo.

SECURING ACCURATE REPORTS FROM DEALERS.

Editor American Elevator and Grain Trade:—We certainly do think a more accurate crop report could be had through the grain associations than is now given us by the government.

So far as we can learn, there is one government reporter for this county, while there are 20 grain firms in the county. We believe if the association members reported to a head in their own county a good average could be arrived at. The county reporter could forward this to the association sec-

retary and from there it could be handed on up to a committee of the national association. Such a report, we think, would come very close to the facts.

Respectfully yours,
Earl Park, Ind. CALDWELL, BARR & CO.

PREPARATIONS AT MEMPHIS.

Editor American Elevator and Grain Trade:—A committee has been appointed from each of the commercial organizations of the city, and by the mayor, to take charge of the arrangements for the forthcoming convention of the Grain Dealers' National Association, but as yet no very active work has been done except by the special committee on transportation, which is in active communication with the railroad companies, trying to secure favorable transportation rates.

The committee of arrangements will get together early in May and begin active work preparing for the convention. Everything possible will be done toward making the meeting a big success.

President Lockwood spent several days here last week and expressed himself as being highly pleased with the outlook.

Very truly yours, N. S. GRAVES,
Secretary Merchants' Exchange.
Memphis, Tenn.

DEALERS SHOULD ACT REGARDING INSURANCE.

Editor American Elevator and Grain Trade:—The insurance companies of the country have seen fit, because they have sustained some heavy losses in the cities of the East, to advance their rates all through the rural districts 25 per cent, notwithstanding that there have been few losses comparatively in country grain houses and cribs.

If there ever was a time when the country grain dealers' associations should pull together and devise some method whereby these extortionate rates of insurance could be modified, that time is at hand. This should be made the subject of vigorous discussion at the grain dealers' conventions all over the West. Get at it immediately and don't permit the insurance companies to hold us up without a vigorous fight. We have talent and money enough to protect our interests, as well as the millers have done. Their company for mutual insurance has been a great success, and has saved the millers of the United States millions of dollars during the last 26 years. We can do the same.

Very respectfully, R. G. RISSER.
Kankakee, Ill.

FARMERS' GRAIN SHOULD ALSO BE DOCKED

Editor American Elevator and Grain Trade:—Referring to the custom of docking 100 pounds per car at terminal houses, there is no more excuse for docking 100 pounds than 200, or any other amount. Our elevator foreman is instructed to weigh carefully, and report exactly what each car contains, and all shippers should receive full weights of grain delivered at terminal houses in any market. However, we think there should be a dockage at a country house when buying grain from the farmer, if that grain contains dirt of any kind. The tendency of the farmer is to sell all the dirt he can possibly induce the elevator man to buy, and the country shipper many times has no facilities for cleaning out any of this dirt, therefore, he loads it into the car, and as a matter of business, expects the terminal house to buy this dirt simply because he bought it from the farmer.

We understand the system in use in the Northwest enables the country buyer to dock the farmer whatever per cent of dirt is in his grain. This, we think, would be the proper system to use all over the country; then the farmer would see that when his corn was shelled, or wheat thrashed, the machines would be set to clean it better, as there would be no money for hauling dirt to market. It would also put the grain in so much better condition that terminal houses could have no reasonable excuse for docking this 100 pounds.

The writer thinks this would be a matter that the National Association might take hold of, and have it discussed by shippers and receivers at the com-

ing national meeting. We believe it would be a good thing for the trade in general.

Yours truly, F. P. LINT.
Atchison, Kan.

FIELDS SHOULD BE EXAMINED BY REPORTERS.

Editor American Elevator and Grain Trade:—I think the only way to get a correct crop report is to pay a man in each county to examine the fields and get all the information possible, reporting every ten days to state headquarters.

I have known of parties coming here from grain centers to look over the prospects and they would do so while riding in the cars. At this time of year the fields should be gone over to get a correct idea of the stand, condition, etc. I rode by a field that looked well from the road, but when I got into the field and examined carefully I found only one-fourth of a stand. From the road I saw nothing but green wheat, but when on the field it was quite different.

Last year we had a bumper crop, but from present indications we will have only 60 per cent as much this year, or about 4,500,000 bushels.

Yours respectfully, E. BARRETT.
Wellington, Kan.

AN INFAMOUS CUSTOM.

Editor American Elevator and Grain Trade:—The 100-pound dockage which is exacted in many terminal markets under the guise of a legal deduction is a matter of perennial interest to grain dealers throughout the country.

That these dockages should continue to prevail are proofs self-evident that the honest dealers in terminal markets do not have self-assertiveness enough to rise in rebellion and rid their markets of an infamous custom that should have become obsolete years ago.

There is nothing in the laws of God or man that justifies these so-called "legal" deductions. The elevator man or dealer who buys grain bids for it upon a certain grade and his bidding basis being so determined there is no reason why he should exact a dockage in addition. Some markets exact more than 100 pounds to the car, basing their dockage upon the size of the car.

It is a sad commentary upon certain markets that once having acquired a "license to steal" they forget the ratio between 100 pounds and 1,000 pounds to the car, or between 3 pounds and 30 pounds to the thousand.

This question of terminal dockages is one that should not be subjected to prolonged discussion, as it is a custom that is palpably inequitable and unjust. It is a disadvantage to all who indulge in it and casts disrepute upon every market where it is practiced.

Yours truly, W. S. WASHER.
Atchison, Kan.

OHIO AND INDIANA DEALERS.

A joint meeting of the Northwestern Ohio and the Eastern Indiana Grain Dealers' Associations was held at Toledo on April 17 at the invitation of the Ohio people.

The shortage problem was under discussion and evolved some rather pertinent talk. Inspector Culver of Toledo denied that illicit car sweepers had access to grain cars in that market, and those directly interested in the weights question defended the integrity of the weighing system, and pointed out instances where shortages were acknowledged to have been made at the shipper's end or caused by him.

Differences in local territory also were up for settlement.

William Carrier, a well-known grain merchant of Quebec, on April 27 sold 50,000 bushels of oats to go to England. This is said to be the first sale of oats ever made in Quebec for that market.

Bess—Is it true that young Simkins offered himself to you last night? Nell—He did. Bess—And did you accept him? Nell—Well, not exactly—but I have an option on him for ten days.—Chicago News.

SECOND ANNUAL MEETING OF THE IOWA GRAIN DEALERS' ASSOCIATION.

The Iowa Grain Dealers' Association held its second annual meeting at Our Circle Hall, Des Moines, on April 24, 1902.

President Jay A. King, Nevada, called the meeting to order at 3 p. m., and preceding the reading of his annual address said that he was pleased to meet with the grain dealers of Iowa again, and while he had expected a larger attendance, he did not think a lack of numbers showed any lack of interest. He announced that they expected to get through their work during the afternoon session. The president's address was as follows:

PRESIDENT'S ADDRESS.

The history of another year has been made for the Iowa Grain Dealers' Association. We have arrived at the end of the second year of our existence, as an organization. While it is presumed, and no doubt rightfully, that much benefit and satisfaction will be derived by each of us at this meeting, from the opportunity it will afford for interchange of ideas, getting better acquainted and rubbing off the rough corners, yet the principal purpose of the annual meeting is to review the work of the past year, formulate the policy for the succeeding year and perfect arrangements for carrying out such policy as may be declared.

fit to the public than ruinous competition at one station and unreasonable margins at another. The Association should encourage methods that are equitable as between the dealers and the public.

At first thought it may seem that the principal work to be done by the Association is in relation to the smaller things, because they are nearer to us personally and occur to us oftener. It is very likely that but few, if any, of the members fully realize the amount of labor required in maintaining and conducting the business of an organization such as this in all its varied bearings, keeping up the membership, collecting dues, giving proper consideration to the correspondence, and striving to obtain results that will be satisfactory to the different interests. The individual dealers, the small line companies not operating terminals, the large line companies operating terminals, the track bidders and the commission houses, each view the grain business from a somewhat different standpoint. The business of the Association should be so conducted as to be fair to all, protecting the interests of each, so far as possible, without infringing on the rights of any.

The problem of the disposal of the scoop shoveler occupies a prominent place in the amount of work to be done. Capital invested and the contributions made in the payment of taxes on such capital toward defraying the expenses of state and municipal government, should entitle a man to some rights of existence and recognition by the public. To advocate this idea as an association will educate the public and the trade to have less regard for the scooper.

At the April meeting last year I advocated arbitration, and urged its adoption by the Association, but, because of the press of other business or the time being so fully occupied with other matters, no action was taken upon the subject. Later there were so

fairness that is highly gratifying to me, and should commend them to the Association. It seems to me beyond question that men thoroughly acquainted with the grain business, in all its varied phases, who are competent and fair minded, can and will decide cases submitted to them, pertaining to the grain business, in such way as to give better satisfaction to the interested parties than can be expected by a verdict obtained in a court of justice. In addition to that the acrimony usually engendered by a lawsuit would be avoided, and the considerable outlay for attorney fees and costs which are always required in a case in court would be saved.

The legislature of Iowa has recognized the value of arbitration and has enacted favorable laws on the subject. Courts have recently decided, that it is within the province of an organization to adopt arbitration as a method of settling differences, to make it compulsory on its members and to discipline them for neglecting or refusing to comply therewith. Arbitration and the rules therefor, having been adopted by the members in the interim between the annual meetings, probably could not be properly considered in force after this time, without some action being taken on the subject at this meeting.

The settlement of differences by arbitration is no longer an experiment. Decisions of arbitration committees will establish trade rules and draw distinct and proper lines in the business relations of the dealers. They will uncover the irregular methods in the trade and furnish an easier opportunity for a complainant to seek a remedy. Believing arbitration to be of importance in the conduct of the work of the Association, and the best method obtainable for settling differences, I recommend and urge that the action of the members on that question be ratified at this meeting by the formal adoption of the rules heretofore in



IOWA GRAIN DEALERS IN OUR CIRCLE HALL.—FROM PHOTO BY SPURR, 613 WALNUT ST., DES MOINES.

The annual meeting is an important event in any organization, especially so in this, embracing such a large membership, and composed, as it is, in such large proportion, of progressive, broad minded, capable business men. At this time each member may have an opportunity to be heard, and may take part in the business transacted, may assert his opinion in regard to the plans and policy of the Association, may have a voice in determining what shall and what shall not be done. After the adjournment of this meeting the business of the Association will again be in the hands of the officers which you will here select, to be conducted by them as they understand the directions given, until the next annual meeting. Every member who can should attend these meetings for his own benefit and for the general good of the Association, especially so, if he has any suggestion to offer or believes that a change in any direction is advisable, and every member who does not attend, should gracefully accept the conclusions of those present. After the close of the meeting it will be too late to modify the directions for the character of the work to be done during the ensuing year.

I am of the opinion that the business of the Association as conducted the past year has been satisfactory to the members, because, as you will be informed by the report of the secretary, all dues have been promptly paid. A man's pocketbook is about the same indication of his feelings as the barometer is of the weather, and when a man in business gives prompt and liberal financial aid to an institution closely related to his business, it may be safely reasoned he considers it a benefit to him.

Your officers, during the past year, have endeavored to so conduct the affairs of the Association as to not violate any law or give any real cause for censure by the public. We believe that the business of the Association may be pursued along such lines as will not only benefit the members, but also result in good to those who sell to and buy of the grain dealers of Iowa. We are quite sure that many advantages may accrue to the members of this organization by the proper conduct of its affairs, without any detriment resulting to those outside of it. Uniform methods, with legitimate margins, will be of more actual bene-

many expressions in favor of it and an urgent request by quite a number that arbitration be adopted, that it seemed to be best to ascertain the wishes of the members in regard to it, before the time for the next annual meeting. In July I prepared a set of rules, specifying the requirements to be complied with on the part of those who desired to submit any case, and defining the method of filing and conducting cases and providing for the appointment of a committee, which rules were to be in force and effect until this time, in case it would be decided to adopt arbitration in the Association. The secretary then submitted by mail to all the members the rules so prepared, with the question whether they should be adopted and go into effect at that time. The result was an almost unanimous expression in favor of it. About that time the president of the Grain Dealers' National Association requested that the matter of putting the arbitration rules in force be deferred until after their meeting in October, and gave as a reason that at their October meeting they would consider and probably adopt arbitration in the National Association, and it would be better to have no conflict between the rules for arbitration adopted by the National and any affiliated association. The promulgation of the rules of this Association was so deferred. The National Association at its October meeting did declare for arbitration, and adopted rules similar to those previously submitted to the members of this Association, with such differences as would make them adaptable to national requirements.

As soon thereafter as practicable, the arbitration rules adopted by the members of this Association were printed, a committee of three was appointed, consisting of Mr. E. D. Hamlin of Des Moines, Mr. A. Moorehouse of Glidden and Mr. H. S. Buel of Livermore, and we were then ready for the submission of cases.

Cases were submitted and have been decided by the committee. Other cases are now in process of arrangement for submission to the committee. The members of the arbitration committee as now constituted, have, in the cases decided by them, given evidence of an ability, a clear understanding of the principles governing transactions in the grain trade, and a spirit of

force, with such modifications, if any are desired, as may meet the views of those present.

At our last meeting it was unanimously agreed that the landlords lien law was unjust to the grain dealers, and it was then decided that a strong effort should be made to obtain some modification of that law, by the Twenty-ninth General Assembly, which would be in session beginning in January, 1902. The first question to be decided relative to a change in the law was, what to ask for. After an expression by the entire governing board, consultation with some other members of the Association, and obtaining the opinion of a considerable number of the members of the legislature, it was determined that the only bill likely to pass would be to make it a crime for a tenant to sell the crop and not pay the rent. Accordingly a bill of that character was prepared and introduced in the legislature, declaring such act to be larceny and making the penalty therefor the same as is otherwise provided in the statute for that crime. The bill was passed by the legislature, and I congratulate the grain dealers of Iowa, that there is now a law in this state, making it a crime punishable by the same penalty as for larceny, for the tenant, with intent to defraud, to dispose of the crops and not pay the rent. The law is not drastic, and is so worded that a tenant who has honest intentions and applies the proceeds from the sale of the crop in settlement of the rent, does not even technically violate the law, but the tenant who would connive to obtain the money for the crop and let the purchaser pay the rent, and succeeds, is liable to a severe penalty. Secretary Wells did an immense amount of work in connection with this matter. It was because of his untiring efforts, supported by the organization, and the continued pressure, by most of the members when requested, on the legislators from the several districts that the bill was enacted. Without the organized force of our Association, it may be safely said, the bill would not have become a law.

I cannot pass this subject without referring briefly to our experience in the efforts made to obtain the enactment of this law. It must be that some of the members do not appreciate fully, the effect of concerted action, by an organization such as this, to influence legislation. Our experience with the legisla-

ture demonstrated that some of the members of the Association were inclined to differ with the action and efforts of the officers. As before stated, the governing board carefully considered the question before the bill was prepared, and when the conclusion was reached, their action in this, as in any other matter of proposed legislation, should receive the hearty support of every member, and when asked by the secretary to urge their senator or representative to support a measure, they should do so without question. That would be concert of action having force, and count for something.

The question of a complete record being kept of car seals, demands our attention. It is a question that can be taken up with a prospect of benefit to shippers, in its proper solution. Cars are sealed, not only to prevent theft, but also to make it possible to know whether the contents have been disturbed in transit. Without a record of the seals being made and kept, it is impossible, in case of shortage, to determine whether the seals were broken while in transit, or at the place of destination for unloading. If there is really a shrinkage in the contents of a car, either the shipper, the carrier or the receiver must lose, and in such case it is very essential to know the condition of the seals in order to fix the blame where it properly belongs. If a loss occurs while the car is in transit, unless it can positively be shown that the car leaked, it is doubtful whether a charge can be maintained against the railroad company without evidence of the condition of the seals at time of arrival at point of destination. At terminal markets where official inspectors and weighers are employed, it should be their duty to make and keep a careful and correct record of all car seals, and where the car does not pass through the hands of such officials, the receiver should be required to make and keep such record. I believe that our members will be benefited by the influence of this Association being directed toward establishing such rule, and recommend such effort be made.

It has been generally understood that not all is right at terminal markets, and developments show that to be true. There is no other force so potent to correct such abuses as is the possible influence of the grain dealers' associations. Those organizations are now becoming strong enough to give some attention to terminal matters, in the hope of being able to cause the correction of some of the existing evils. Thorough knowledge of a subject is essential to an effective treatment of it, and I recommend that the secretary be authorized to make a personal study and investigation by going to the terminal markets, and spending a few days there with the weighmasters in and about the yards and elevators.

By the publication of bulletins at regular intervals, the secretary can give the members much information of benefit to them. Terminal methods might be given special consideration so that the members may become better informed in regard to them. Crop reports may become an important feature of association work, possibly more reliable than from other sources.

Some members have expressed a desire that attention be given by the Association to fixing prices and rendering assistance in arrangements regarding combinations. That in my opinion would be an unwise and unsafe policy for the Association to pursue. It would be contrary to law and would properly subject us to censure, and possibly to prosecution. I do not hesitate to say that the Association should not have anything to do, directly or indirectly, with any pool or combination. There is sufficient work for the Association in other matters of more general importance to the members. The solution of the questions mentioned as requiring our attention, and others of a legitimate character, will provide a large work for the Association to do, without taking up anything about which our legal right to act could be questioned and our standing be put in jeopardy.

This Association has grown in strength and effectiveness during the past year and with the continuance of the present energetic, progressive, yet conservative policy, I predict for its larger influence and greater results for the benefit of its members, in the next year than in the one just passed. While the short crop of last season curtailed the volume of business done you will all agree with me, that we have had the satisfaction of transacting the business with more harmony and good feeling than ever before.

The treasurer's report was read by Geo. A. Wells, showing all dues on 793 houses paid in full. Cash receipts amounted to \$7,866.87, with total expense of \$5,585.11, leaving balance on hand April 1, \$2,051.74. The net assets of the Association showed \$2,287.24.

Secretary Geo. A. Wells read his annual report, as follows:

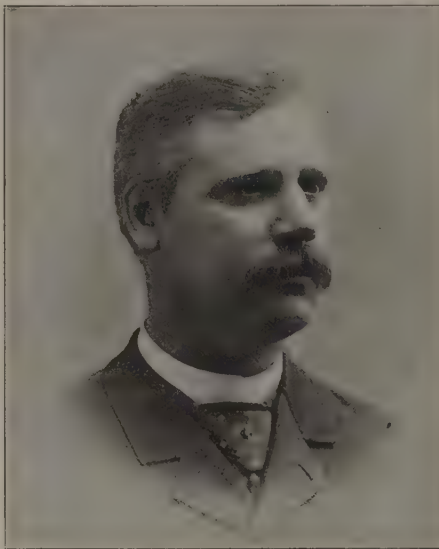
SECRETARY'S REPORT.

Membership.—We have at the present time a membership of 793 elevators in good standing as indicated by the treasurer's report, showing all dues absolutely paid in full by these members to April 1, 1902. There have been several members who have sold out their business and paid their dues and that has reduced the membership somewhat from the highest point, 812 houses being the largest membership at any time. The following members have been suspended by the action of the governing board: Six members for non-payment of dues; Foote of Bristow, Hale of Washington and Yeisley of Blairstown have discontinued business; two members because they insisted on doing a scoop shovel business at stations where they did not operate elevators, as follows: Bellmer & Watts of Oelwein, and John Dammann & Son of Dixon. Three members for refusal to arbitrate, named as follows: J. A. Campbell & Son of Atlantic, F. L. Howe & Co. of Radcliffe and Northern Iowa Grain Co. of Sioux Rapids; three members have withdrawn because of refusal to arbitrate, named as follows: Mat Johnson of Audubon, C. M. Gowdy of Britt and Oscar Casey of Dysart. The Association practically covers the entire state of Iowa, with the exception of the two south tier of counties. The western portion of these

counties is included in the Southwestern Iowa and Northwestern Missouri Grain Dealers' Union, with a membership of about 150, and the eastern portion in the Southeast Iowa Grain Dealers' Association, with a membership of about 50 members. In the territory covered by the Iowa Grain Dealers' Association there are about 1,300 houses, but about 200 of these do very small business, being located in the extreme eastern part of the state where grain is largely fed to stock and the business so small that the owners are therefore not much interested in association work. Deducting these 200 houses from the total of 1,300 would leave possibly 1,100 houses doing active business; and thus you can readily see that having a membership of practically 800 houses what the possibility is for an increased membership, and what the present strength of the Association is from the standpoint of membership.

Scoop Shovel Dealers.—There have been reported during the last year sixty-three scoop shovel cases as compared with 114 the previous year. The cases reported during the last year were mostly of an extremely transient character, while during the first year there were a large number of chronic cases. There are not to exceed five scoop shovel cases in the whole territory to-day that are what might be considered chronic in any sense.

Uniform Methods at Local Stations.—It is impossible to make an accurate report of the work along this line. I am positive that there has been an improvement since the Association was organized. Dealers are gradually working into the idea of charging for storage or refusing to give storage. I know positively of a large territory that absolutely refuse to store grain for farmers. Written contracts are becoming more popular, and the members, I am sure, will begin the new crop with a greater use of written contracts than ever before. The dealer who is so foolish as to "give the raise" now stands as laughing stock with his competitors. There is a growing tendency among



J. A. KING, PRESIDENT, NEVADA, IOWA.

dealers to allow banks to loan money to the farmers, instead of making advances on grain. The dealers begin to realize the fact that narrow margins must prevail to satisfy the public, and that such margins must be clean-cut in every sense, otherwise the business will not earn reasonable profits. The local meetings of the Association have been the best means of working out uniform methods among the members.

Arbitration.—The vote of the members by mail about December 1, 1901, was almost unanimously in favor of the appointment of a regular arbitration committee, there being only three or four votes against the proposition and a committee was appointed by the president, consisting of E. D. Hamlin, Des Moines; A. Moorhouse, Glidden, and H. S. Buel, Livermore. The first meeting of that committee was held at Des Moines, March 17, 1902, and several cases considered according to the rules. It is without question one of the most important features of association work and is certainly a wholesome business proposition. There are now other cases being prepared for the consideration of the committee.

Terminal Matters.—We are gradually making progress in using our influence to improve terminal methods. This is an important matter not only to grain dealers, but to the public and the farmers. When the grain dealer is compelled to suffer a shortage on his shipment in any particular market he will, if he uses good sense, figure for an additional margin on that market to cover shrinkage, and ten bushels of corn short in a car at prices prevailing to-day means \$4 to \$6 loss to the shipper, and unless he can cover his possible loss he will naturally ship to a market where shortages are not so common. The different terminal markets begin to realize that there is competition among markets and that it is necessary to offer improved methods. It has been the purpose of this Association to place the facts as they exist before its members concerning bad methods and abuses at terminals, in order that shippers may protect themselves and give preference to those markets that offer the best methods. The Grain Dealers' National Association is now becoming so well organized that in conjunction we may positively ascertain the facts concerning terminal methods.

Legislation.—During the session of legislature just closed we have succeeded in securing the enactment of a law relating to the Landlord's Lien, which reads as follows:

A bill "for an act making it a crime to sell property upon which there is a landlord's lien for rent, without the written consent of the landlord, and fixing the penalty therefor."

"Be it enacted by the General Assembly of the state of Iowa:

"Section 1. If any tenant of farm lands shall, with intent to defraud, sell, conceal, or in any manner dispose of any of the grain or other annual products thereof, upon which there is a landlord's lien for unpaid rent, without the written consent of the landlord, he shall be guilty of larceny and punished accordingly."

"Sec. 2. The payment of the rent for the lands upon which such grain or other annual products were raised at or before the time the same falls due, shall be a bar to any prosecution under section one (1) hereof, and no prosecution shall be commenced until such rent be wholly due."

This experience has shown that the Association, by the concerted action of its members, under the guidance of its officers, may use an important influence in legislation.

Dissemination of General Information.—We have recently begun the publication of a quarterly bulletin, the purpose of which is to give to the members such information of a public character that the secretary is in a position to obtain as will be of benefit to the members. I find that by this means the correspondence of the office may be reduced to some extent, as there are continual inquiries regarding certain matters pertaining to terminal methods that the secretary is supposed to know more or less about and that some members are not in a position to know. It is not the idea that the secretary shall tell any member how to conduct his business, but merely to make suggestions, and if the secretary has proper qualifications he should know some things that some members do not know, because of the position he occupies.

In General.—Personally, your secretary is somewhat proud of the condition of the Association and of the general results accomplished. In estimating the benefit and work of the Association I would ask the members to take a broad, general view of the situation and not allow some small local matter to overshadow the general good results. If the Association could dispose of all the troubles in the grain trade it would certainly be a great institution, and I trust that no member is so unreasonable as to expect this. You should consider that the trade is divided into different classes, and a certain work on the part of the Association that would be beneficial to one dealer or class of dealers may not benefit the others. This Association has been doing its work strictly along impartial lines and is not in any sense controlled by any faction, firm or individual. I desire to express my hearty appreciation of the friendship, good will and cooperation of the officers and members, without which your Association would certainly not succeed.

President King appointed the following committees:

Resolutions.—Lee Lockwood, Des Moines; I. L. Patton, Dexter; W. H. Chambers, Minneapolis.

Nominations.—John Stockdale, Wolcott; A. Moorhouse, Glidden; W. L. Shepard, Des Moines; A. J. Zingree, Mason City; Albert Pease, Des Moines.

A. E. Schuyler, assistant weighmaster for the Chicago Board of Trade, read a paper on "Improved Facilities." It appears on another page of this issue.

Geo. A. Stibbens, secretary of the Grain Dealers' National Association, read a paper on "Terminal Methods." We publish it on another page of this issue.

President King announced the H. R. Whitmore, assistant secretary of the St. Louis Merchants' Exchange, was present and asked him to address the meeting.

Mr. Whitmore said: "I am here to-day by courtesy as a representative of the Merchants' Exchange of St. Louis. I come to express the interest which our people take in your Association. I have been interested in the papers read, touching the railroads and the shippers' interests, and we have in St. Louis a weighing committee, whose special duty it is to look after these interests. The directors of our Exchange appointed a weighing committee the first of the year, of which T. R. Ballard, first vice-president of the Exchange, is chairman. He was authorized to appoint a supervisor of weighing at every public and private elevator, mill and warehouse, both at St. Louis and East St. Louis. A sufficient sum has been appropriated to cover the expense, which will be reimbursed to the exchange by the charge of 35 cents per carload for all grain received in public elevators. In the private elevators, owing to the small amount of business done, the charge is somewhat higher. The charge on wagonloads was 20 cents per wagon. This was fixed by city ordinance and over which the Exchange has not as yet been able to secure control, yet efforts are being made to place the control of this weighing also in the hands of the Exchange."

A recess of 15 minutes was taken, after which the chairman announced that a luncheon was be-

ing prepared in the adjoining room and would be served at 6 o'clock.

A. Moorehouse, of the committee on nominations, reported that the committee favored the retention of the old officers for the coming year. He made a motion to that effect, which carried unanimously.

The officers are: Jay A. King, Nevada, president; M. E. De Wolf, Laurens, vice-president. Governing Board—E. J. Edmonds, Marcus; S. J. Clausen, Clear Lake; D. Milligan, Jefferson; Philip Dietz, Wolcott; E. L. Bowen, Des Moines.

President King said that the work which he had done on behalf of the Association the past year had been pleasant, yet he would like to have seen the duties of the office handed over to a younger man. If it was the wish of the Association, however, to retain him in office he would serve them another year.

A. Moorehouse, of the arbitration committee, read amendments to the arbitration rules. The amendments were adopted.

Lee Lockwood read the report of the committee on resolutions, as follows:

RESOLUTION ON FINANCES.

Resolved, That the present condition of the finances of the Association seems to indicate, that no assessment will be needed for the month of April of this



M. E. DE WOLF, VICE-PRESIDENT, LAURENS, IOWA.

year, and the secretary is hereby directed to omit the collection of any dues for that month.

RESOLUTION ON SCOOP SHOVELERS.

Resolved, That any grain dealer who operates an elevator, or elevators, and does a scoop shovel business at another station, is hereby declared to be irregular and pursuing unbusinesslike methods, and shall not be recognized as a regular dealer at any station or retained as a member of this Association.

Excepting only such cases as the governing board may decide to be allowable, because of sufficiently extenuating circumstances.

RESOLUTION ON TERMINAL SHORTAGES.

Whereas, Numerous cases of shortage on grain shipments have occurred, in the settlement of which the condition of the car seals was the determining evidence as to the liability of the parties, and

Whereas, It has come to our knowledge that it is the custom in some markets not to keep any record of car seals, or of the condition of the cars on arrival; therefore,

Resolved, That the Iowa Grain Dealers' Association requests all seals on cars containing grain be carefully examined at time of arrival at destination and a record thereof be made, also that a record be made of the condition of such cars, noting whether leaking or in bad order, with full description of defect, if any, and that such records be preserved.

That inspectors be required to reseat all cars opened by them for the purpose of inspection, when such cars are so opened at a place different from where to be unloaded, or when such cars are not to be immediately unloaded without being moved.

That where official inspectors and weighers are employed, it to be the duty of such officials to make such examination and record, and in case the grain is delivered direct to the receiver without passing through official inspection or weighing, it is expected that such receiver will make such examination and make such record of the car seals and condition of the cars.

That the secretary is hereby directed to forward a copy of this resolution to the secretary of each board of trade at the terminal markets and to each independent receiver of grain wherever the grain shippers of Iowa are likely to be interested.

RESOLUTION ON THE DEATH OF FRANK H. PEAVEY.

Whereas, During the past year it has been the will of the All Wise to remove from our midst, by death, Mr. Frank H. Peavey of Minneapolis, and

Whereas, He had become and was a great factor in the grain trade and had by his exemplary private and business life demonstrated the great results which may be attained by careful, consistent and conservative business methods, thus setting an example which all members of the trade may profitably follow; therefore, be it

Resolved, By the members of the Iowa Grain Dealers' Association in convention assembled, that his sudden demise while in the activities of a busy life and at a time when, apparently he had before him a reasonable prospect of many successful years, was a great shock to his numberless friends and an irreparable loss to this Association and the grain trade of the country.

That we deeply deplore his death, and beg to assure his family of our sincere sympathy in their great bereavement.

Resolved, That these resolutions be spread upon the records of this Association and that a copy be presented to the family of the deceased.

RESOLUTION OF THANKS.

Whereas, During the past year the Iowa Grain Dealers' Association has enjoyed unusual prosperity, both as a body and with its members individually, its acts officially have been just, equitable and impartial. It stands for the advancement of all concerned in legitimate lines, and

Whereas, It is almost entirely due to the careful, consistent and impartial administrations of your officers for the past year; therefore, be it

Resolved, That the unanimous thanks of this Association be given our president, Jay A. King of Nevada, for his untiring efforts and wise administration; and be it

Resolved, That the same expression of thanks be accorded our secretary, Geo. A. Wells of Des Moines, for the successful showing he is able to present us, his ceaseless labor for our good and the wish that no condition shall intervene to prevent our retaining him in his present position; and be it further

Resolved, That a vote of thanks be tendered those who have comprised the board of directors for the past year.

RESOLUTION OF THANKS TO DES MOINES CEREAL CLUB.

Whereas, The Cereal Club of Des Moines have tendered this Association a banquet and evening entertainment, be it

Resolved, That a vote of thanks by this Association be tendered that club.

On motion by Mr. Lockwood the report was adopted.

The points outlined in Secretary Stibbens' paper brought forth a discussion and M. McDonald, of Bayard, on this subject said: "I think that railroads should put in scales at stations where over 150 cars of grain are handled annually. This would solve the shortage at terminal problem. I spend about two hours a day cooping cars. Railroads should either keep their cars in condition or put in scales and have our grain weighed by their agents."

Col. C. F. McCarty, Des Moines: There is another question which should be brought up here, and that is insurance. I think it would be proper for this Association to take steps to organize a company to carry our insurance. With a mutual company our insurance would not cost over one-fourth what it does to-day.

W. L. Shepard, Des Moines: I am heartily in accord with the speaker on this insurance question. I think we could save about 40 to 50 per cent by forming a purely mutual insurance association.

H. L. McCombs, De Sota: I am a young man in the grain business, but have had many years acquaintance with mutual insurance. It has occurred to me often that grain men should carry their own insurance in a mutual company.

M. E. De Wolf: I think this subject should receive careful attention and, therefore, move that a committee of seven, which shall include the president and secretary, be appointed to investigate the subject and report at our next annual meeting.

Mr. McFarlin moved as an amendment that the committee report as soon as it was ready, to a called meeting of the directors of the Association.

Mr. De Wolf accepted the amendment and the motion carried.

The president appointed on the committee M. E. De Wolf, Laurens; Col. C. F. McCarty, Des Moines; A. J. Zingree, Mason City; M. McDonald, Bayard; W. S. Beale, Tama.

A. J. Zingree moved that a vote of thanks be tendered the arbitration committee for work performed by them.

M. McDonald moved that the suggestions outlined in Secretary Stibbens' paper receive the indorsement of the Association. The motion carried.

On motion by W. G. McDougal, a vote of thanks was extended to A. E. Scuyler, National Secretary Stibbens, and H. R. Whitmore for the addresses read to the Association.

The meeting adjourned.

SWEEPINGS.

W. F. Morgan did yeoman service in pouring the coffee at the buffet luncheon.

It is hoped that the committee will report the assurance of safe, cheap insurance.

Louis I. Tower distributed dating stamps with the compliments of Rosenbaum Brothers, Chicago.

J. F. Younglove, of Younglove & Boggess Co., Mason City, Iowa, represented the grain elevator building interests.

W. L. Penny, representing S. C. Bartlett & Co., was present from Peoria, Ill. C. V. Fisher attended from Omaha and Kansas sent M. G. Patterson of Clay Center.

These railroads were there: C. H. Caswell, division freight agent and P. J. Rupp, traveling freight agent of the Rock Island; A. B. Caswell, division freight and passenger agent of the C. M. &



GEO. A. WELLS, SECRETARY-TREASURER.

St. P.; R. A. Belding, commercial agent of the Burlington.

From St. Louis there were: William Bates, with Daniel P. Byne & Co.; Thos. K. Martin, of W. L. Green Commission Co.; Jos. Norton, with P. P. Williams Grain Co.; A. Brockman, of Brinson-Judd Grain Co.; R. E. McClellan, of Eaton, McClellan & Co.; H. R. Whitmore, assistant secretary of the St. Louis Merchants' Exchange.

The Minneapolis delegation included W. H. Chambers, J. S. Loudon and T. E. Hawkins, representing the Peavey Elevator Co.; A. G. Moritz, of Atlas Elevator Co.; C. E. Wenzell, of Interstate Elevator Co.; M. W. Lee, of Way-Johnson-Lee Co.; E. A. Burrage, secretary of the Southern Minnesota and South Dakota Grain Dealers' Association.

The machinery interests were looked after by S. J. McTiernan, representing the Huntley Mfg. Co. of Silver Creek, N. Y. A. E. Alverson, representing Borden & Selleck Co., Chicago, Ill.; C. L. Buxton, representing Globe Machinery & Supply Co., Des Moines; Geo. H. Putnam, representing the Hart-Parr Co. of Charles City, Iowa; N. S. Beale, Tama.

Des Moines turned out in force. There were present: Col. C. F. McCarty, Lee Lockwood, L. Mott, of McFarlin Grain Co.; Capt. M. Russell; W. L. Shepard, Y. E. Stayner, N. Hodgson, of the Des Moines Elevator Co.; C. A. Tower; Louis I. Tower, representing Rosenbaum Brothers; T. F. O'Leary, with W. H. Merritt & Co.; W. G. McDougal, of

Armour Grain Co.; W. F. Morgan, with Churchill-White Grain Co.; C. Atherton; E. L. Bowen; J. M. Brown; C. H. Cassbeer and T. S. Cathcart, representing the Calumet Grain & Elevator Co.; J. W. Chambers; A. W. Grafton; L. W. Gifford; Albert Pease; C. Shannon; L. Warren.

The entertainment committee of the Des Moines Cereal Club was to be complimented on the list of attractions secured for the entertainment of Thursday evening. After luncheon was served the dealers gathered in Circle Hall. There were 16 numbers, the following being the program: 1. Orchestra. 2. Speech by Mayor Branton. 3. Response by M. McDonald. 4. "Quoniam," from Willard's Mass, by Orpheus Jubilee Singers. 6. Hazel Jackson, "The Fortune Telling Man." 7. Trombone solo, Frank Kendall. 8. M. L. Hamlin, "The Man From Kokomo." 9. Miss Adelman, "Cindy." 10. Orpheus Male Quartette, "Goblins." 11. Myrtle Bryant in buck and wing dance. 12. Jubilee, "He Moves." 13. Cornet solo, R. S. Malone. 14. Bass solo, A. H. Payne. 15. Cake walk, Hazel Jackson and Myrtle Bryant. 16. Vocal solo, Hazel Jackson.

Chicago sent a delegation, which included J. W. Radford, with Pope & Eckardt Co.; E. C. Butz and Theodore Speltz, with Rosenbaum Brothers; F. G. Coe, with Glucose Sugar Refining Co.; W. M. Christie, with L. H. Manson & Co.; O. C. White, with Hemmelgarn & Co.; I. Updike, with J. Rosenbaum Grain Co.; C. E. Williams, with L. Everingham & Co.; Fred Faulkner, with W. R. Mumford Co.; Geo. A. Stibbens, secretary Grain Dealers' National Association; A. E. Schuyler, assistant Board of Trade weighmaster; G. W. Ehle, with Ware & Leland; J. P. McKenzie, with Great Western Cereal Co.; A. Gerstenberg, F. S. Landers and H. Hahn, with Gerstenberg & Co.; H. F. Dousman, with Hulburd, Warren & Co.; C. E. Giles, with Northern Grain Co.; M. E. White, with Richardson & Company; J. J. Stream, with Chas. Councilman & Co.; John E. Bacon, with the "American Elevator and Grain Trade."

The following grain dealers attended: J. A. King, Nevada; John Stockdale, P. Dietz, Wolcott; E. G. Simpson, Iowa Falls; W. F. Shaw, Colo.; K. K. Liquin, Clinton; W. J. Eutwhistle, Rutland; Geo. P. Christianson, Randall; M. C. Ott, Wilton Junction; I. A. Irving and J. D. Young, Anita; H. Folger, Ames; William Knox, Whitten; W. F. Brown, C. P. Bement and G. W. Apfel, Shell Rock; William Bates, Waterloo; E. L. Erickson, Story City; W. S. Beale, Tama; B. T. Johnson, Roland; Jacob Erickson, Roland; I. P. Baird, W. E. Simpson, Marne; D. A. Fesler, Riverside; E. J. Edmonds, Marcus; G. W. Armfield, Redfield; A. N. Drummond, Guernsey; L. M. Hibbs, Lacey; A. A. Moore, Hampton; Charles C. Hansen, William Wolf, Bouten; R. S. Thompson, Thor; J. L. Patton, Kellogg; Claus Hogge, Ogden; S. B. Williams, Madrid; H. L. McCombs, De Sota; Henry Hahn, Mallard; M. McDonald, Bayard; J. M. Hladik, Manilla; G. A. Paton, Milford; D. B. Zuck, Dallas Center; J. F. Blue, K. A. Harper, Van Horne; Manley Brown, Rolfe; N. R. Clift, Zearing; C. A. Day, Sioux City; M. E. De Wolf, Laurens; R. A. Frazier, Nevada; George Gilbert, Rhodes; J. A. Gray, Onawa; J. T. Gudgel, Kennedy; C. J. Harwood, Garrison; Wash Hunt, Victor; C. B. Johnson, Dillon; W. H. Johnson, Cordova; W. Lancaster, Bradgate; E. B. Michael, Storm Lake; A. E. Moerke, Spencer; A. Moorehouse, Glidden; S. R. Ringgenberg, Lytton; A. C. Savage, Adair; H. Wetzel, Minburn; H. A. Towne, Whiting; R. W. Taylor, Runnells; W. H. Stipp, State Center; M. Slife, Dedham; C. W. Smittle, Grand Junction.

The Farmers' Grain Company of Nez Perce, Idaho, has decided to build a bucket tramway for handling grain, to be located between Kamiah and Pardee.

It is said that C. W. Post of Battle Creek, Mich., has organized a company with \$3,000,000 capital to engage in the manufacture of sugar, glucose, grape sugar and sirup from common corn. The company will establish a plant in the corn belt of the West, with a capacity of 20,000 bushels daily consumption.

TERMINAL METHODS.

[A paper read by Geo. A. Stibbens at the annual meeting of the Iowa Grain Dealers' Association, held at Des Moines, on April 24, 1903.]

"Terminal methods of handling grain" is a proposition that has been discussed pro and con for a great many years. I will undertake to outline to you an ideal system. While my knowledge of terminal methods is somewhat limited, I have obtained information that I believe will enable me to handle the subject intelligently.

Records of seals kept by the railroad companies are of very little value to the shipper of grain, for the reason that railroad companies will not honor claims for shortage on account of an incomplete seal record, neither will they admit that their records are incomplete. Railroads should have a different seal for each and every yard, numbered consecutively and not in duplicate, so that it would be possible to ascertain at what yard or between what yards the cars had been sealed or resealed and for what purpose.

All railroad yards where freight is stored should be so policed that no one could remain in them without showing his business necessitated his being there to the entire satisfaction of the watchman or police officer. This would drive out men, women and boys who make their living by pilfering cars. To enforce this rule, watchmen should be instructed to arrest all trespassers. This would, of course, necessitate additional watchmen, but the amount of property saved would many times more than pay the extra expense and would force the grain thieves to seek other employment. There are yards at terminal markets where a watchman or a policeman can never be seen, and there are yards where a watchman can be seen occasionally only. Living around most of the railroad yards in the remote parts of the terminal markets are people of all nationalities, and it is not necessary to draw on your imagination very much to know what a car of grain is subjected to, set down in this sort of a yard, without police protection. The only remedy for this matter is to have railroad yards at terminal markets thoroughly protected by watchmen or policemen. And I do not mean by this that one or two watchmen can vigilantly watch a yard miles in length without more or less stealing going on.

If car No. 78 is to be loaded at Des Moines, Iowa, the shipper should first examine it to see that it is in condition for receiving grain. He should also see that the doors are of sufficient strength and height to prevent grain from leaking, but not too high to interfere with the inspectors. It is absolutely necessary for him to know how much he has loaded into the car by weighing on modern scales. The car should be immediately sealed after loading and a record of the seals taken by the shipper. The railroad agent, at the point of shipment, should have the same sealing system that I have outlined.

After the arrival of car No. 78 at the inspection yards, a record of the seals should be taken by the railroad company, who should have a man accompany the samplers and inspectors to seal the car immediately after inspection. If in sampling and inspecting the car, doors are mutilated to such an extent that leakage ensues, the railroad man should make record of the same and place the blame where it belongs. In case it becomes necessary to re-sample or reinspect this car, the railroad company should be notified and its representative should make a record of seals, break them and re-seal them immediately after resampling and reinspection. He should also know who the sampler and inspector are and the reason for resampling and record the same. Upon its arrival at the unloading point, a thorough inspection of the car should be made by a disinterested party who also should make a record of the seal. All records made by the railroad company relative to condition, movements and seals of car No. 78 should be open to inspection by the shipper or his representative.

Unloading elevators should all be equipped with large modern scales, which should be frequently tested to their full capacity. No dust collectors should be allowed to interfere with the grain until

after it has been weighed, and the car should be well swept before weighing.

The ideal terminal should have facilities for properly weighing the grain and have the weight taken by disinterested parties who would use all due diligence and care in the performance of that work and also be competent to judge of conditions of cars and have a general knowledge of the handling of grain, either in the elevator or in the transfer yard. A market so equipped reduces the possibility of loss by careless handling or otherwise to a minimum.

In order to bring about the condition of affairs most desired in terminal markets, I am of the opinion that it is necessary to increase the weighing charges to produce sufficient revenue to properly care for the weighing of grain and maintain the high standard of service you all desire. A chief weighmaster in any terminal market not clothed with proper authority is powerless to bring about the necessary reforms. The weighing department in every terminal market should be controlled exclusively by the exchanges or boards of trade, and each man employed should be held accountable for the faithful performance of his duty.

Grain inspectors do not make a practice of replacing boards which they find necessary to knock off in order to get into cars to inspect the grain. In some railroad yards these boards are replaced by the railroad car repairers, but when they are not replaced, there is nothing to prevent the spilling of grain over the grain doors. Some railroads reseat their cars after the inspectors and samplers, and some do not; consequently cars often arrive at the elevators unsealed, and these are the cars that suffer the most loss from petty thieving. A great many yards at terminal markets do not have the proper police protection. This is apparently a case of operating too cheaply, and is quite a common error with some railroads.

The 18,180 cars received in Chicago last year found in a leaking condition were bona fide leaks. The 5,941 cars that were leaking over grain doors were cars of which there was sufficient evidence to show that grain had leaked, and 6,933 cars had defective grain doors, either at end, bottom or through them, or the grain doors shifted, bulged, split or in some way showed sufficient evidence of a leak.

The above demonstrates that country shippers are careless to a great degree in not carefully cooperating cars, and that the terminal market should not be held responsible for the negligence of the man who does not properly look after the condition of the cars he loads with grain.

A total of 199 cars of grain received in Kansas City, Mo., during the month of March, 1902, showed leaks as follows: Leaking end of car, 60; at corner of car, 2; at side of car, 57; at bottom of car, 1; at floor side of car, 2; at draw bar, 13; at end window, 7; at king bolt, 7; at grain doors, 50.

Inspection departments should inaugurate a system of resealing cars after inspecting a car of grain, and each inspector should be provided with a private seal and held strictly accountable for violation of his duty.

It is the sacred duty of every exchange in this country to look carefully after the weighing of all grain coming under its jurisdiction; but we find a great many are slow to act unless pressure is brought to bear upon them, and oftentimes there must be a demand backed up by the entire country trade before they take proper action to remedy matters.

The present poor system of sealing cars and protecting grain at terminal markets loses to the railroads a large proportion of their freight earnings and to the country shippers thousands of bushels of grain every year. These are conditions that actually exist, but there are railroads that will tell you that they have a man follow up the inspector and reseat the cars at once. This may be true in some instances, but it is an exception rather than the rule.

The Grain Dealers' National Association is now working on these problems and we expect to be able to greatly remedy them in the near future if the different state organizations give us the proper support.

ANNUAL MEETING OF THE NEBRASKA ASSOCIATION.

The Nebraska Grain Dealers' Association held its annual meeting at Omaha April 30. President George S. Hayes of Hastings called the meeting to order at 10:30 a. m. in the ball room of Millard Hotel, and Secretary Bewsher read the minutes of the last annual meeting, which were approved as read.

President Hayes: We have here a blank form of crop report. Please fill it out and it will be compiled after you leave and results mailed you.

It will be in order to elect delegates to represent the seven roads of our state and have them report at our afternoon meeting as nominating committee.

The election was made in open meeting and resulted as follows: Union Pacific Railroad, G. W. Warner, Pickrell; B. & M., O. A. Cooper, Humboldt; Missouri Pacific, F. P. Lint, Atchison, Kan.; Elkhorn, P. H. Updike, Omaha; M. & O., W. H. Chambers, Minneapolis; St. J. & G. I., W. J. Hynes, Hastings; C., R. I. & P., J. H. Steinmeyer, Clatonia.

The treasurer's report was read by A. H. Bewsher as follows:

RECEIPTS.

Balance on hand, April 1, 1901.....	\$1,525.87
Dues and fees.....	4,085.90
Interest on \$1,000 at 2 per cent.....	20.00
Advertising	\$239.50
Less cost of publication.....	82.50
Profit	157.00

\$5,788.77

DISBURSEMENTS.

Office rent	\$ 137.50
Office supplies	50.47
Printing	88.50
Collection charges	18.00
Governing committee expense	11.30
Telephone and telegraph.....	117.59
Postage	257.72
Stenographer's salary	538.80
Secretary's traveling expense	294.94
Secretary's salary	2,400.00
Balance on hand April 1, 1902.....	1,873.95

\$5,788.77

Dues outstanding April 1, 1902.....	43.50
Advertising account unpaid	10.00

On motion of John Wall the report was adopted.

President Hayes: As you all know, our secretary made an effort to have an excursion South this spring, but the season advanced so that it was given up. We would like to have an expression from members as to the idea of having an excursion early next year.

A. H. Bewsher: In this connection let me say that among the letters received there were eighty who committed themselves to go. The trend of the opinion was that an excursion was desired.

G. W. Warner moved that a committee of three be appointed to make arrangements for a trip next year at such time as seemed desirable. The motion carried.

The President: There is another matter to be brought up, viz., insurance. It has been suggested that this Association organize a cooperative mutual insurance company. We would like to have opinions from members regarding this.

F. P. Lint: I have talked with a number of dealers on the Missouri Pacific Railroad, who are in favor of such a company. It seems to me that a committee should be appointed to find out what could be done.

Mr. Denton: I think this is something that is needed by dealers at the present time, and should be earnestly considered.

A. B. Jacquith: I have had difficulty in getting the right kind of insurance. I think we could carry our own insurance.

Frank Fowler: It won't do any harm to investigate this subject. It would be a good thing for the local dealer, and line houses would also probably be interested.

Secretary Bewsher read some correspondence on the question.

Mr. Warner: How much could we expect to save in insurance over what we pay the Millers' National?

Mr. Cooper: It would be pretty hard to tell. I

was in a mutual insurance venture once and we lacked a good deal of saving anything. I have been in the Millers' National and I consider it as the best in this line. An excellent feature with them is that they have a man in this state who is very thorough in examining risks. If he sees anything out of line or out of order he notifies you and it must be corrected or he will cancel your insurance. They pay losses promptly.

Mr. Wall: What rate does Mr. Cooper pay?

Mr. Cooper: We are assessed on the rate of the line companies; 6% would be the best we could get on our mill, but we have never run over 3 per cent. On the elevator, if the rate was 3 per cent, it would not be assessed over 1 or 2 per cent.

W. H. Chambers: For a long time the question of mutual insurance has been a subject of investigation by me. The whole question of mutual insurance depends upon the volume of business. It looks to me, in view of the hazardous risks of elevators, that in certain localities the moral risk is great. The Millers' National is carrying to-day something like \$2,000,000, and guaranteeing that your insurance will not exceed the amount that you put up. They also write what we term line



PRESIDENT GEO. S. HAYES, LINCOLN, NEB.

insurance, giving an average rate on a line of elevators. The cost runs from 45 to 55 per cent of the board scale, and I think it would be wise to investigate this company. If you could place your business with them as a state it would be well to do so.

Mr. Chambers moved that a committee of three be appointed to investigate the question of mutual insurance thoroughly and report, making such suggestions as deemed proper, at the next annual meeting or through the secretary by bulletin.

W. S. Washer: The old line rate has reached an exorbitant figure, and if we can add to the mutual company's reliability in this state by increasing their volume of business, I think we had better give it our support.

It was moved that Mr. Chambers' motion be amended by striking out "next annual meeting" and carried as amended.

President Hayes: There is another matter of great importance to us—the warehouse law of the state of Nebraska. Bank officials tell me that if we could get a bill past the legislature making a warehouse receipt binding instead of a moral obligation, as it is now, we could borrow money, with it as security, at a lower rate.

The discussion of this question was postponed until afternoon to await Mr. McGrew of the Omaha National Bank, who had been invited to open the question with an address.

The chair introduced the subject of the monthly "stocks of grain on hand" statement.

A. H. Bewsher read that part of his report which referred to it, and said it was the intention that no one except members were to have the report, and no member should have it who did not make a report for others.

Mr. Fowler thought the report was a good thing, and said the Iowa report had proved beneficial to members.

W. H. Chambers: We are getting the Iowa Association's information and are very glad to give them information in exchange for the report that we receive.

J. W. Holmquist: I would like to have the report, but would also like to have the line houses make affidavit as to the correctness of their report.

Almost all the members were in favor of the report being issued, and Secretary Bewsher said the expense would be about \$12 per month.

President Hayes introduced Mr. McGrew of the Omaha National Bank, who, upon the subject of the warehouse law, said: "You have all no doubt had experience with the warehouse law and have found it unsatisfactory. Now, the problem is to make a law that will protect the man who loans and the man who borrows. You are aware that the security given for the loan makes the rate of interest. There is no better security than grain well stored. Last year you paid probably 6 per cent on grain. If you devise a warehouse law whereby the loaner would feel absolutely certain as to his security, you would get your money at 5 per cent or less. The question is, has the bank which takes a warehouse receipt an absolute lien on the grain? The only thing that I can say is that if you can devise some means to make a good warehouse law you will be able to borrow money both inside and outside the state at a low rate of interest. My idea is that you employ competent legal advice and prepare an adequate bill and submit it to the next legislature which meets next winter."

The Chairman: We are certainly very grateful to Mr. McGrew for his address.

C. W. McConoughy moved that the chair appoint a committee of three to take up the question, secure legal advice at the expense of the Association and frame such a bill as will meet the requirements and introduce it to the legislature this fall.

The motion carried.

The chair appointed the following committees:

COMMITTEES.

Warehouse Law—L. O. Levering, Lincoln, chairman; C. W. McConoughy, Holdrege; A. H. Bewsher, Omaha.

Excursion—J. W. Holmquist, Oakland, chairman; F. P. Lint, Atchison, Kan.; A. H. Bewsher.

Legislation—T. D. Worrell, Lincoln, chairman; J. H. Steinmeyer, Clatonia; J. J. Trompen, Hickman.

Insurance—George S. Hayes, Hastings, chairman; O. A. Cooper, Humboldt; A. H. Bewsher.

On motion an adjournment was taken until 1:30.

AFTERNOON SESSION.

President Hayes called the meeting to order at 2 o'clock, and called for reading of the secretary's report, as follows:

SECRETARY'S REPORT.

To Members Nebraska Grain Dealers' Association:—I take pleasure in submitting this, the fourth annual report of this Association. In doing so I feel justified in prefacing my remarks with a short review of the season just past. When the extent of damage occasioned by last summer's drouth was realized, the dealers saw not only the probabilities of a normal profit vanish, but also the approach of a fear that some dealer prompted by selfishness would in his attempt to get more than his just share of what was left, dissipate whatever possibility of profit there might be in sight. It is consequently a pleasure to note at this time that with two-thirds of last crop's season past, the trade has been and is generally harmonious, in fact there is less strife and contention than is usual during a normal crop period. Heretofore, a short crop was usually a trouble breeder, and would too often take on the appearance of the "survival of the fittest," as far as the grain dealers were concerned. I am very pleased to report that during the past year this selfish, and consequently demoralizing, practice gave way to the more reasonable idea of securing the greatest reasonable profit, and I think results have proved to the entire

satisfaction of all the greater benefit in the latter course.

Through the failure of crops in the neighboring states, new markets were opened up for the Nebraska surplus. This brought new bidders into the field, and furnished an outlet never before sought by some dealers in the state. Heretofore, Nebraska's surplus grain has gone either east or west—largely east; this year it has been sent broadcast—north, south, east and west. These many markets made in many instances widely differing bids, yet I believe it can be truthfully said of the country that notwithstanding the unequal and unnatural conditions prices on the different lines of roads and in the different competitive towns have held reasonably even, at the same time doing justice to both the farmer and the shipper.

Among the many complaints filed with me during the past year there have been a few against dealers or members of this Association for defaulting contracts or refusing to pay balance due. I am glad to state, however, that in almost every instance these matters have been adjusted amicably by me or directly between the parties interested through my influence. There was one exception, however, and at this writing this is still unfinished business of the governing committee. They will, no doubt, reach a conclusion, and a report of the matter be made you through the report of the governing committee meetings. This is a case of defaulted contract pure and simple; all parties to the contract are members of the Association. Along this line, I would respectfully call your attention to the absolute necessity of dealers treating fairly those with whom they do business, if they expect to be treated fairly in return. It makes no difference whether that party be a receiver or another country dealer.

As a rule, I am proud to say that the Nebraska dealers' reputation for straightforwardness and honesty is above the average, but as in every large body of this kind a few creep in who are not always the most desirable material. This organization is maintained for the purpose of promoting the best interests of the trade and improving conditions. It is, therefore, our duty, when we find a member of this Association not fairly disposed, one who cannot distinguish trickery from shrewdness, or one who believes arbitrary selfishness to be good business principles—it is our duty, I believe, to see that they are not long associated with us as members. It is not the intention to take advantage of any fairly disposed member or members. We have an arbitration committee, fair in its make up, and one that I am sure will be neither prejudiced nor personal in its findings, that any member of this Association can appeal to when he feels aggrieved; but having exhausted that form of appeal, and not being willing to abide by the decision of that committee, brands him, in my opinion, as not being fairly disposed, and no longer entitled to membership in this Association.

Below I give you the work in detail.

Litigation.—It is with pleasure that I inform you, that the action brought by the attorney-general of the state of Nebraska against this organization during August, 1899, was on November 2, 1901, dismissed at the request of the county attorney of Douglas County.

Membership.—During the past year there has been no persistent or systematic effort made to secure new members. Owing to the light crop, I considered it more availing, in view of the circumstances, to give non-members a rest from importunities of this kind, believing that with the coming of a normal crop our solicitation for members would meet with better returns. Notwithstanding this, we have listed with us 276 members, representing 675 elevators. There were a few withdrawals, owing to the partial or total failure of crops in some sections; because of the retirement from business of others, and a few were suspended for non-payment of dues as follows: Sold out, 25 members, representing 25 elevators; resigned on account of crop failure, 9 members, representing 18 elevators; resigned for all other causes, 4 members, representing 4 elevators; suspended for non-payment of dues, 8 members, representing 9 elevators, making a total of all withdrawals and suspensions of 46 members, representing 56 elevators. We acquired voluntary applications from 23 firms, representing 56 elevators. There were other applications for memberships to be transferred from parties selling out to the buyers, which gives an elevator representation larger than that of one year ago. Many of these who have withdrawn during the past year will, no doubt, return when there is a crop in sight. With the assistance of the present membership we should be able to enroll at least 50 per cent of the non-member dealers. This branch of the work I find sadly neglected by members of this Association. No doubt they think it the sole duty of the secretary to solicit members. He does so wherever possible, but many of you are neighbors or friends of those who are not members and naturally would have a greater influence with them than I, who, at best, can in many instances, only claim an acquaintanceship. A little solicitation on your part would help out in this direction, and in this effort you are advancing your own cause more than any one's else.

Finances.—You will note from the report of the treasurer that this branch of the work is in a most healthy and prosperous condition. There was on hand at the end of our fiscal year a balance of \$1,873.95, an increase in our surplus for the year just ending of \$348. The amount of dues outstanding at the same date was \$43.50, some of which has been paid since. There is also one account for advertising due the Association of \$10, making total outstanding of \$43.50. There is owing by the Association three small bills amounting to less than \$15, giving us total net assets, without considering the office furniture and fixtures, of about \$1,910, and without in any way appearing egotistical, I think this statement is one of which we may well feel proud, for it is hardly equalled by that of any other association in the country having an equally low rate of dues.

Claims.—As the Association grows older the number of claims grows less. This is as it should be. There are a number of unimportant complaints filed, however, that consume as much time as aggravated

claims, but yet are complaints that cannot be properly listed as claims, hence do not appear on the records. There are also many complaints filed by members that could be far more speedily and satisfactorily adjusted between the members themselves if they would just show a little more friendliness one for the other. At the initial meeting of this Association, it was outlined that trouble between local dealers was to be filed with the secretary only after the dealers themselves had exhausted their persuasive powers. A great many are carrying out this original intention of the Association. There are a number, however, who make no effort whatever in their own behalf, but file complaints indiscriminately, often groundless ones, against their neighbor, who, seeing himself falsely accused, naturally becomes irritated, with the result that very often a step backward in an adjustment has been made. Frequent and friendly intercourse is the keynote to harmony; frankness, with a confidence in one another, will preserve it. It is not my wish to shirk work. During a hard year, there are times when it seems wholly impossible for me to handle all matters filed. I speak of this so as to facilitate the handling of the important work in the secretary's office. Groundless complaints take just as much time to verify as valid ones, and the time consumed in running them down is, as you know, wasted.

Local Meetings.—During the past year, there have been fewer district meetings than any year since my assuming charge of the office. This was principally because it was considered unwise and unnecessary to hold these meetings when there was little if anything to meet about. It has been generally understood, I believe, that your secretary has been ready and willing at all times to call meetings where they were necessary and desirable. . . . The apparent indifference to



SECRETARY A. H. BEWSHER, OMAHA, NEB.

these meetings displayed by this office is no indication that it is the intention to discontinue them. On the contrary, preceding the beginning of movement of the next wheat crop, these division meetings will be revived and held regularly as heretofore. In the meantime, I hope that it is understood that where there is a conflict prevailing, these meetings will be called, if the members will only make their wants known.

Bulletins.—In accordance with the usual custom, there were issued during the year, six general or confidential bulletins and two crop reports. As these are necessary to keep the dealer in touch with the work as it progresses and to impart such information as might prove of interest, they will be continued in the future, perhaps even more liberally than in the past.

Storage.—The practice of storing grain for farmers is, generally speaking, fast becoming a matter of ancient history in Nebraska. It is difficult to find a dealer who is offering storage, either free or for compensation. There are one or two dealers in the state, however, who have weathered all argument against this practice, and who still continue to store. Occasionally during the past year I have had reported to me dealers storing, caused, no doubt, by their restlessness in doing no business and who hoped to induce a little movement by this means. I think all will agree with me in condemning such action as being unfair.

Written Contracts.—I realize that this subject, as well as the preceding one, has become somewhat "moss-grown" as subjects for my annual report, but it is my opinion that both are worthy of repetition. Believing so, they have been brought up at every meeting held by me and will be continually called up at every meeting until thoroughly introduced and tested by the members of this Association. Both have the recommendation of being good business methods, as is evidenced by every other association in the country following us in urging their members to introduce them, and while I believe we have advanced beyond our neighbors in these respects, I yet regret to state that the written contract is not receiving the attention that it should. There is a time when all realize the value of written

contracts. It is for that time that you must begin to take them now and take them continuously. You cannot exact a contract to-day and be less lenient to-morrow, and expect to exact a contract the day following with very good grace or without opposition to your request.

Scales.—In one division of this Association, we now have working a scale expert. Some fourteen or fifteen dealers some time ago requested me to employ for them an expert who could go from station to station, doing whatever work necessary, and when he returned the dealers for whom he did work prorated the cost. The idea embodied in this is a good one for other members of this Association to take advantage of. As a rule country scales receive too little attention, owing to the great expense incident to getting an expert into the country, having the work done and returning him whence he came from. If a half-dozen or more dealers closely situated would club together, have their work done the same trip, each one's share of the expense would fall but lightly upon him, and the same party who is now doing work for these others could look after the work of all. I have secured a rate from this expert less than the usual rate for the benefit of the Association members. If others wishing the services of this man will let me know, I will try and secure a number in your neighborhood, so as to bring the cost down to a minimum.

Short Weights.—In one of my recent bulletins, seeing the possibility of perhaps frequent short weights, owing to the peddling nature of the trade this year, I proposed to issue a monthly bulletin to be known as a shortweight bulletin, using only such country weights as were carefully taken, and giving in this bulletin names of shipper, his weights, his manner of weighing, the name of receiver, the elevator where unloaded, their weights and whatever shortage. It was not the intention to list any but shortages unreasonable or over three-fourths of 1 per cent or 1 per cent. This proposed bulletin failed because of the lack of cooperation on the part of members. In all, I received less than half a dozen complaints of short weights, and as some of these were not available for this bulletin, I passed the matter. Now, in my opinion, there is no quicker or more effective way for putting an end to habitual and perpetual short weights at any one elevator than by advertising it to those from whom it expects to receive shipments. With this bulletin filed convenient for frequent reference, any member of this Association could have noted from month to month where frequent shortages were occurring, and if he cared to, he could instruct his receiver to see that none of his grain was unloaded through that particular elevator. Now, I believe that I failed to receive cooperation in this respect only because the dealers did not understand the nature of this proposed bulletin. I would like very much to have it discussed here and secure an expression in this matter.

For the purpose of making our by-laws more explicit, I would suggest a change in Section 3, Article 4, of our by-laws, which now reads as follows: "Total amount of dues and assessments combined shall not exceed \$12 in any one fiscal year." This is the plan under which we are now operating and have operated since the reorganization of the Association. This section should read, so as to prevent any misunderstanding in the future, as follows: "The total amount of dues and assessments combined, shall not exceed \$12 per station in any one fiscal year." It is evident that it was the intention of the framers of the original by-laws that this should read "per station," but the words were evidently overlooked or lost in the printing, and as the section now reads, it is in conflict with Section 3, Article 5, of our constitution.

I would also suggest change to Section 1 of Article 9 of our by-laws, which now reads: "No person shall be allowed at any meeting of the Association or governing board unless a member in good standing, except as witness in case of trial." There are times when it is highly desirable to have present at either regular or local meetings regular dealers not members of the Association, and in the past your secretary has assumed the authority of inviting such dealers, knowing their cooperation to be necessary to promote harmony in the section in which they operated. In order to furnish more latitude in this respect, I would suggest that this section be changed to read: "No person shall be allowed at any meeting of the Association or governing board unless a member in good standing, except as witness in case of trial or on invitation properly signed by either the president or the secretary of this Association."

You are aware of the attempt made by me, prompted by suggestions of many members, to organize and undertake an excursion for the pleasure of the members of this Association, their wives and friends. The initial correspondence in this respect was started late. I consequently asked for a prompt reply bearing on the subject, but the delay in securing these replies, together with the delay met with in negotiating with the railroads, prevented our making the trip at a comfortable season, considering the direction for which preference was shown, namely, Galveston or New Orleans, as owing to the amount of work incidental to this trip, we could not have left here before the latter part of May, and I found upon inquiry that at that season the heat would more than likely be too oppressive for the comfort and enjoyment of the party. From the interest shown, even though it was slow in asserting itself, it is evident that something of the kind is desired by the members of this Association. As a result of my preliminary effort, there was almost a sufficient number pledged to bring the expenses of the trip down to a minimum. For this reason I believe this matter worthy of your attention, and if, after thoroughly canvassing it, you decide that a trip in the future is desired, that you will appoint a committee of arrangements of three or five members to take sole charge of the matter, as I find the amount of labor and responsibility involved too much for one person to assume.

I have also had it suggested to me that this meeting take up and discuss the question of insurance rates. Another suggestion made was with reference to a more liberal warehouse law, whereby the dealers in

the country would be able to borrow money where necessary on their individual warehouse receipts from banks in the large cities of the states at a lower rate of interest. As I understand it, the present laws do not give sufficient security to the banks to justify them in making as low a rate of interest as they would like.

It has also been suggested that this Association issue a monthly statement showing stocks of grain on hand in the country held by the members. As I understand it, one state Association is now issuing such a report and it is adding much to the fund of information of value to country dealers in making trades. The plan pursued is to send out an inquiry, list the replies received, and disseminate all information secured through these means only among those who supply it. In other words, if John Smith contributes toward the fund of information, he receives a copy of the statement showing the amount of grain being carried by those who have reported; if his neighbor, John Jones, does not contribute toward these bulletins, he receives no copy of it. The bulletin, as I understand it, is confined solely to the members who contribute toward its completion.

Before another annual meeting of this Association is held the session of the state legislature will have met and adjourned. The last session of this body demonstrated the necessity of someone being delegated to read the journals daily of both houses, in order to discover any unjust legislation aimed at the grain dealers' interests. This is a task more continuous than laborious, and because of its nature, the frequent necessity of my being absent in the state would prevent me from giving the matter the careful attention that it deserves. I therefore call your attention to this, so that you may decide whether or not the matter is of sufficient importance to merit your consideration. I also note that the grocers, who recently organized, have appointed or will appoint a legislative committee for the purpose of passing through the legislature a bill imposing a special license on peddlers who attempt to do business in the small towns throughout the state. What these peddlers are to the grocer, the scalper is to the grain trade, and possibly if anything along this line was attempted, with cooperation from us, a clause might be inserted in this bill extending this license to affect the grain scalper. My source of information of this contemplated action by the grocers was the Omaha Bee of March 15.

All of these later recommendations I have not extended upon, for the reason that the parties suggesting them are probably present and can explain the advisability of our acting upon them in their own behalf.

Before concluding, I would call your attention to the very valuable assistance rendered us in our work during the past year by practically all the railroad companies in the state. There have been instances where your Association could have done little if anything but for the timely assistance of the officials of these roads. There is not one of them to-day which is not interested in our work and interested in the individual dealer to a greater extent than ever before. For this influence and consideration, I believe them justly entitled to our hearty thanks.

I also wish to thank the members for the able assistance rendered me during the past year. With very few exceptions, I feel that I have had the cooperation of the majority in bringing about a condition in which all have to some degree been benefited. The work accomplished by your organization must come from you. Your interest, your enthusiasm, is absolutely necessary before anything can be accomplished. Your officers would be utterly powerless without your cooperation. As our financial statement shows you, all have been reasonably prompt in responding to due notices. A continuation of this interest, enthusiasm and promptness can accomplish much for you.

I thank you in behalf of the rest of the officers, as well as myself, for the consideration shown us during the year.

It was moved that the report be adopted. Carried.

The President read the amendments recommended in the secretary's report. On motion the by-laws were amended as recommended.

Mr. Hayes: In his report Secretary Bewsher brought up the question involving a grain man buying from a scalper in his territory. This should be discussed here.

Mr. Bewsher explained that conditions were unusual this year and that to head off scalpers, dealers should keep in line with the Association's policy.

Mr. Levering: I do not think that a member should do any business with scalpers. To prevent this we should continue along the line of our work as we have been doing.

F. P. Lint: We do not favor buying from scalpers. Regular dealers only go with us.

A. H. Bewsher reported for the governing committee on the Walker & Pitman claim. Walker & Pitman defaulted on grain sold to J. H. Teasdale. The governing committee regarded their conduct as unmercantile and expelled them from the Association.

Mr. Hobbs, Holdrege: I think it is a hard proposition to lay down any stringent rules in regard to buying from a scalper at a dealer's only station. I think this is a matter for the governing board.

Mr. Holmquist: I am at Oakland and there is

a scalper at Fremont. I do not think I should buy from the scalper, but I think that Mr. Fowler should have the privilege of doing so if he sees fit.

The following resolution prevailed: It is against the rules of this Association for any member to buy grain from a scalper at any station where such member is not in business; but the local dealer or dealers shall have the right to buy grain from such scalper at that point if they deem it advisable. Any violation of this rule shall subject such offender to discipline by the governing board.

Chairman Hayes announced that there was present I. A. Hunter of Hamburg, Iowa, president of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, and asked him to make some remarks.

Mr. Hunter said that he had the old excuse that he hadn't anything prepared, but that he was glad to see the Nebraska Association in such a prosperous condition. He reviewed briefly the recent work of the Union and continued: "I want to say a little about the National Association. There seems to be a somewhat strained relation between you and this organization. The differences, however, I believe, are only imaginary. Yours is the only Association that is holding out from joining. The National Association and officers have only a friendly feeling for the Nebraska Association. I wish you would think this matter over for this year, and see if you do not think it wise to join the National body next year."

C. W. Lawless moved that a committee be appointed to draft a resolution on the death of J. Sterling Morton.

The chair appointed Frank Fowler, P. S. Heacock, A. F. Brenner.

W. S. Washer: The question of stocks of grain on hand seems to me an important one. We have not too many statistics along this line. I move that it be the sense of this Association that these reports be gathered monthly by the secretary and furnished to members, and that other associations be requested to cooperate with us. The motion prevailed.

In the absence of Mr. Cooper the report of the nominating committee was read by W. H. Chambers as follows:

For president, George S. Hayes, Hastings; vice-president, E. C. Jones, Nebraska City; secretary-treasurer, A. H. Bewsher, Omaha; governing committee, J. M. Holmquist, Oakland; W. E. Kinsella, Omaha; T. D. Worrell, Lincoln.

J. M. Elwell moved that the report be adopted. The motion was put by W. H. Chambers and carried.

A motion prevailed that a vote of thanks be extended to the Millard Hotel for the use of the Ball Room, and to Floyd J. Campbell Company of Omaha for furnishing the Chicago markets.

W. H. Chambers was called upon and after a short introduction, in which he stated that he had been trying for the past two years to make himself less prominent, as a speaker before associations, said: I may say that the man who owns an elevator in Iowa or Nebraska must realize the changed conditions attributable to and as the direct results of association work. That is true in other states which have followed the example set in Nebraska. It is probably true to-day that elevator property is up to par value. There is a great deal of money now seeking investment, and a large amount that is out of investment. It may be possible that the tendency to join the grain business may go to an extreme. This is attributable more to grain men who have a tendency to expand than to outside interests going in. I suggest this as a thought that elevator men must from necessity decrease the volume of business at some other station by increasing their own property. It has not been so very long since association work started, and I think it would be well to follow it up and bring into your work a considerable degree of conservatism, following out the lines now established. Since I left you four years ago I have had no direct interest in association work, but I am back among you now as a dealer and hope that the Association will treat me as it treats all members.

Secretary Bewsher read the following resolution, which was adopted:

Whereas, J. Sterling Morton, after a long and active life devoted to the advancement of his chosen state, and largely along the lines of the cereal and grain interests, the period of his life being concurrent with the making of our state's history, has been called to his Maker in the zenith of his usefulness; now, therefore, be it

Resolved, That in his death the state and nation have lost one of their foremost and most useful citizens; and be it

Further resolved, That we express our grief and sorrow at his death, and tender our heartfelt sympathy to the members of his family in their bereavement.

The meeting then adjourned.

NOTES OF THE BALL ROOM.

Nebraska had a prosperous year.

The excursion will be just as agreeable an affair next year, anyway.

The markets were given by Floyd J. Campbell Company of Omaha. R. E. Murphy operated the ticker.

O. A. Cooper of Humboldt displayed a model of a small house with patent dump which attracted great attention.

From Minneapolis there were W. H. Chambers, representing the Peavey Elevator Company, and A. F. Brenner of Turner & Brenner.

Kansas was represented by F. P. Lint, representing Greenleaf-Baker Grain Company, and W. S. Washer of S. R. Washer Grain Company, Atchison.

W. E. Hall, representing the Hall Distributor Company of Omaha, had on exhibition a working model of the Hall Automatic Overflow Signaling Grain Distributor.

G. H. Davis, secretary and treasurer of the Ernst-Davis Grain Co., Kansas City, Mo., left souvenirs among the dealers consisting of lead pencils with the firm name stamped thereon.

Very much sympathy was expressed for T. D. Worrell of Lincoln, who was prevented from attending the meeting by a serious accident, which happened to his mother in a runaway.

The commission men who were there included D. L. Croysdale, Kansas City; J. W. Hiler, Kansas City; A. Sterling, Omaha; C. W. McConoughy, W. H. Kemp and J. P. Hobbs, representing Millmine, Bodman & Co., Chicago; J. P. McKenzie, Chicago; G. H. Lyons, Omaha, representing Armour Grain Company, Chicago; E. E. Clancey, Omaha.

Grain dealers in attendance were: L. L. Coryell, Brock; George Coryell, Talmadge; J. H. Howarth and A. A. Robertson, Cook; George S. Hayes, Hastings; J. D. Taylor and J. W. Anderson, Holdrege; J. W. Holmquist, Oakland; A. H. Wood, Sioux City, Iowa; C. Bengen, Mynard; John Wall, Arcadia; T. L. Stewart, Palmyra; E. D. Foster, York; E. J. Tucker, Howe; B. D. Williams, Highland; W. J. Hynes, Hastings; W. C. Moore, Ohio; O. A. Cooper and C. M. Lynn, Humboldt; N. Bainbridge, Gretna; O. L. Brown, Chester; G. W. Warner, Pickrell; J. C. Maust, Falls City; A. B. Jacquith, Omaha; J. M. Elwell, Springfield; J. W. Bailey, Brock; W. B. Banning, Union; P. S. Heacock, Falls City; H. J. Collen, South Auburn; Joe Windle, Salem; H. O. Barber, Lincoln; John Erickson, Stromburg; G. F. Nelson, Osceola; J. D. Limmon, Ulysses; Frank Fowler, Fremont; E. F. Peck, Cedar Bluffs; W. D. Barstow, Lincoln; R. Unzicker, Milford; C. C. Crowell Jr. and J. A. Linderholm, Blair; F. D. Levering, Lincoln; John Tighe, Springfield; P. H. Updike, Omaha; F. W. Gillispie, Mynard.

The New York Central Railway is boasting of a recent feat in freight handling. On Saturday, April 12, 40,000 bushels of grain were transferred from steamer at Buffalo to the cars of that company, transported to New York, put on board the ocean steamer for Europe, which was ready for sailing on Monday, April 14. This may not beat all records, but it comes very near it.

ARBITRATION.

[A paper read by H. B. Dorsey at a meeting of the executive committee of the Grain Dealers' National Association, held at Chicago, March 28 and 29.]

As arbitration is fast growing into favor as a means of settling differences by nations, between large corporations and their employes, and between individuals, a great deal might be said on this subject; and as it is of so much interest to the public, I feel wholly unable to do anything like justice to the question.

Since the organization of the Texas Grain Dealers' Association, nearly four years ago, the arbitration feature of our Association has been my hobby; and when I look at the good results it has accomplished, I can but feel proud of the devotion I have given this subject. Before the organization of our Association, at which time we adopted the arbitration feature, there was a great deal of unsatisfactory business resulting from unfair dealings on the part of many dealers, both in the selling or shipping, and in the buying or receiving classes. The dishonest shipper would not hesitate to overbill his goods or ship lower grades than that sold, making draft for same and collecting therefor; nor would the buyer hesitate to get your goods into his market and then compel you to allow inspection before paying the draft, often forcing you to let him weigh your goods, and in this way claiming that your goods were out of condition, under grade, or short in weight, and compel you to sustain a loss; and both of these classes would then tell you you would have to come to their domicile and sue them in their courts, in which event you could hardly ever obtain judgment against them. But since the organization of our Association and the establishment of the arbitration committee, these fellows have been driven out of business to a large extent, as most of the leading dealers of our state are members of our Association; and when any one fails or refuses to submit a business difference to our arbitration committee, our members are advised of this fact; and for fear they might get caught in like manner others simply refuse to do business with that class of people. And they are necessarily forced to do business with a like class of people who are outside of our Association, when it is a case of "dog eat dog."

Our Association is so strongly of the opinion that arbitration is the most equitable, just and fair, and the least expensive way of settling differences; and recognizing the fact that honest men will have honest differences, we compel our members to submit all business differences to arbitration and abide the decision of the arbitration committee.

Under the anti-trust statutes of our state we are sometimes deprived of ample means to enforce the judgments, awards and orders of our committee to the fullest possible extent; but the moral effect of simply refusing to have any business dealings with parties who refuse to submit business differences to arbitration and abide the result is very persuasive on all parties who fully understand the workings of our Association. [The Texas anti-trust law has, since the writing of this paper, been declared void.—Ed.]

There are a number of instances on record wherein parties have refused to submit business differences to arbitration; and the members of our Association, having been advised of the fact, almost uniformly advise such parties, when they ask for quotations, or offer grain for sale, that they, as members, having been advised of their failure and refusal to submit differences to arbitration, they do not care to have dealings with any one showing such a spirit of unfairness, as in case a difference should arise they would be hard to settle with. Such parties would then write to others and receive the same kind of reply; and they have finally concluded that if they expect to do business with honest dealers they had better submit to arbitration and have, in several instances, reconsidered the proposition and finally submitted to arbitration; and in some such cases they have won their cases before our arbitration committee.

In order to make a success of arbitration you must establish confidence as to the ability of your committee and in the spirit of fairness of its

awards. You should select for your arbitration committee men of unquestioned integrity, free from prejudices, so that those who have differences will feel, when they submit these differences to the committee, that the men who are to pass on them are competent to pass on any difference arising out of grain transactions and also that they are true and honest men. Our Association has been fortunate enough since its organization to have selected such men for this position.

Last year we had seventy-three cases before our committee, involving claims to the amount of over \$6,000. Out of this number of claims, we had twenty cases submitted in which there was a member of our Association on one side and a non-member on the other; and out of the twenty cases thus submitted, nineteen were awarded in favor of the non-member. I mention this to show you with what fairness our committee acts; and it is this prevailing spirit of fairness which has established confidence in our Association and in its arbitration committee.

At the hearing of our committee on the 21st of this month, we had one claim submitted by an outsider from another state, for over \$2,000; and at this hearing claims of about \$4,000 were before the committee from four states. I simply give you these facts that you may know what the Texas Association is doing along the line of arbitration. We are proud that we were about the first association to inaugurate this work, and our good work stands acknowledged by other associations, and some of them are adopting our arbitration rules verbatim.

Now, since the organization of the National Association, affiliated with by our state organizations, it occurs to me that some rather serious questions may come up. One along the line of jurisdiction. While the rules adopted by the National Association at Des Moines were very good, in my estimation, yet it occurs to me they are a little voluminous; and I think they could be reduced considerably with good results. The shorter and more explicit you can make your rules, the better they will be. My position is that the association or the organization in the city or state wherein the contracts are matured should have jurisdiction in such cases. In this my idea is that when corn is bought by Texas dealers from Kansas dealers to be delivered at Texas points, then the Texas Association has jurisdiction; but if bought f. o. b. some station in Kansas, or any other state, then the Kansas Association should have jurisdiction.

I think the National Association's board of arbitration should simply take the place of a supreme court; but in such a provision as this there is danger of assisting injustice by prolonged delays. We all understand that many people will appeal from decisions of the courts simply for time, hoping that something will come up in the meantime which will enable them to avoid the payment of the claim or obligation; and I think our National Association should look well to it that cases wherein appeals may be had from any organization to the National board should be extremely few and their awards along this line well guarded.

I believe that every grain organization should compel its members to arbitrate all differences. Recently a St. Louis shipper had some trouble with one of the members of our Association, and the Texas dealer attached the proceeds of a draft drawn by the St. Louis shipper. The St. Louis dealer, having a list of the members of our Association and a copy of our rules, wired the Texas man that he would be compelled to withdraw his suit and arbitrate the difference; and this he forced him to do, thus avoiding litigation and expense.

I am such a strong believer in arbitration that I believe the state legislatures should pass a law providing for compulsory arbitration in all matters. My work as secretary of the Texas Grain Dealers' Association and in connection with the arbitration committee of that organization has forced that opinion upon me; and when I find a man that is not willing to submit a business difference to an unbiased committee, I do not care to have dealings of any kind with him.

So much can be said on this subject I am afraid

I have taxed your patience; yet I trust that in giving a review of the work of our Association and effects thereof, I may have said something that will cause you, gentlemen, to think a little on the subject; and if you once get to thinking, I am satisfied you will put your thoughts into action with your different associations.

J. STERLING MORTON.

J. Sterling Morton, one of the pioneers of Nebraska, and secretary, as well as acting governor, of the state when yet a territory, and a man conspicuous in the state as a progressive farmer and politician, died at the home of his son, Mark Morton, at Lake Forest, Ill., on April 27, of bronchial trouble, aged 70 years to a day, having died on the anniversary of his birth.

During Mr. Cleveland's last administration Mr. Morton was Secretary of Agriculture, where, among other things, he distinguished himself for his attempt to abolish that precious "graft," the annual free seed distribution. But the peanut politicians in Congress, with their inveterate hatred of men of the Morton type, prevailed over him, and his laudable effort to break down this swindle resulted only in doubling annually the amount of the disgraceful expenditure.

Mr. Morton was a practical farmer and ran his department along practical lines. He was the originator of Arbor Day, which is now generally observed. He was born in Jefferson County, N. Y., but his parents moved to Michigan when he was very young. He was a graduate of Union College, New York, and was connected editorially for a time with the Detroit Free Press and Chicago Times. He located at Belleville, Neb., November, 1854, where he issued the Nebraska City News. He was elected to the territorial Legislature the same year and re-elected in 1857. He was appointed secretary of the territory in 1858 and served until May, 1861, a part of the time as acting governor. He was elected to Congress in 1860 and was unseated as the result of a contest.

ANOTHER STEEL ELEVATOR AT FORT WILLIAM.

The Canadian Pacific Railroad Company has awarded a contract for the erection of a steel fire-proof grain elevator with a capacity of 2,500,000 bushels, to the Macdonald Engineering Company of Chicago.

The building is to occupy a site 500 feet long, beside the Kaministiquia River, Fort William, Ont. The machinery is to be electrically driven from a new power plant, which is included in the contract. Macdonald's patent system of steel grain bin construction will be used in the building.

The elevator will have a large receiving and shipping capacity, and also direct connection with the present elevator "B," so that grain may be transferred from one to the other.

Some of the changes wrought in the lake trade during the past thirty years may be obtained from the following dispatches from Chicago, received in Buffalo twenty-nine years apart, says the Buffalo Courier. Both are bona fide and give the condition of the grain trade on the respective dates: "Chicago, April 21, 1902. Two or three grain charters were made to-day at 1¼ cents on corn to Buffalo. While cargoes were not plentiful there did not seem to be many boats on the market." "Chicago, April 21, 1873. Demands for vessels still active and rates higher. Schooners Skylark and Reddington taken for 15c., corn to Buffalo. At the close 15½c. was asked. Vessels were wanted for wheat to Buffalo at 13c." Another record of similar nature is a bill of lading recently exhibited in the office of Brown & Co., of Buffalo. It was dated October 28, 1863. The vessel was the barque Superior, A. S. Gotham, master, and her cargo consisted of 19,500 bushels of wheat shipped from Chicago by E. K. Bruce, and consigned to P. L. Sternberg & Co., Buffalo. The freight was 10½ cents a bushel.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Measure of Damages for Breach of Warranty of Seed.

Where seed is purchased on a warranty as to its kind and quality, and the purchaser of such seed discovers that it is of an inferior quality to that warranted, he may, the Supreme Court of Nebraska holds (*Dunn vs. Bushnell*, 88 Northwest Reporter, 693), retain the seed and recover as damages the difference between the purchase price of the seed as warranted and the market price of the seed which he actually received.

Where seed is purchased on a warranty that it is of a certain kind and quality and such seed proves to be of an inferior kind and quality and is planted without the knowledge of its inferior quality, the value of a crop such as should have been produced by the seed if it had conformed to the warranty, deducting the expense of raising the crop and the value of the one in fact raised, is a proper measure of damage for the breach of such warranty.

Rights of Warehouseman Garnisheed After Issuing Negotiable Receipts.

A warehouseman received on storage for a firm a quantity of grain for which he issued and delivered to the firm negotiable warehouse receipts. Thereafter a company caused a garnishment to be served on the warehouseman in an action brought by it against the firm; and the warehouseman answered, stating that he had received so much grain in storage, but had issued negotiable warehouse receipts therefor. The company secured a judgment against the firm and steps were taken to sell the grain as the property of the firm, when the warehouseman brought suit to enjoin the sheriff from selling or attempting to sell any grain for which receipts had been issued, it appearing that prior to the garnishment the firm had, unknown to the warehouseman, sold and transferred the warehouse receipts, for value, to bona fide purchasers, who a short time thereafter presented them and demanded possession of the grain, which was delivered accordingly.

This was in Oregon, and the Supreme Court of that state holds (*Adamson vs. Frazier*, 66 Pacific Reporter, 810) that the warehouse receipts in question stood for and represented the property and their transfer was a valid transfer of the commodity itself; so that at the time of the attachment the firm did not own the grain covered by the receipts and had no attachable interest therein. But, it was contended that the judgment in the action by the company was a conclusive determination, as against the warehouseman, of the quantity of grain in his possession belonging to the firm at the time of the service of the writ, and that he was bound thereby. It was argued that, inasmuch as he received information before the judgment that the grain receipts had been sold prior to the garnishment, he should have amended his certificate (or answer) by showing that fact, and because of neglect in that respect he must deliver to the sheriff the quantity of wheat specified in his certificate, to be sold under the execution issued on the judgment, although, in fact, it did not belong to the defendant in the writ (or firm).

Not so, however, thinks the court. It says that the certificate of the warehouseman did not show his possession of any property belonging to the firm. All it showed was that he was in possession of a certain quantity of grain received for storage on account of the firm, for which he had issued negotiable warehouse receipts, then outstanding. This was not an admission that the property then belonged to the firm; hence he had not contradicted his certificate by showing that the wheat receipts were at the time owned by other parties. He had neither opportunity nor need to make such a showing in the law action, and it certainly would be inequitable and unjust, after he had delivered the property to the rightful owners under his contract

of bailment, to require him to answer in this suit for its value to the company which by its attachment could not and did not acquire any greater interest in the property than that of the firm.

Not Liable for Loss of Substituted Grain by Fire.

By her agent, the owner of certain wheat had the same taken to a public warehouse and elevator and stored. The receipts issued therefor read:

"Great Bend, Kansas, 10, 18, '98. Load of —. Test 56 pounds. Price per bushel, .48. Sold to Moses Bros. Grain Company. Stored at owner's risk of fire. Ed. Moses."

These receipts were not issued in this form at the time the wheat was taken to the elevator, for the agent referred to did not then know whether he would sell or store it; but afterward, in a few days, he concluded to store it, and then the tickets were taken to the company, and there was written across them the words, "Stored at owner's risk of fire." This wheat was not placed in a bin by itself, but was mingled with a common mass of grain of like quality in the elevator, as was the custom; and the agent well knew the custom of the grain company relative to storing grain, and its sale, and did not expect to receive back the identical wheat which he stored with the company.

In the latter part of December, 1898, the company's elevator was burned, it then containing wheat of like quality as that in question, enough to have repaid this party as well as others; and it fairly appeared from the evidence that this had been the case all the while from the time this wheat was so deposited up to the time of the fire. After the fire the grain company took the proper care of the injured grain, and tendered to this party her share of the salvage thereof. This she refused, however, and brought her action against the company to recover for the full value of the wheat, which she alleged to be worth 60 cents per bushel. The District Court rendered judgment in her favor and against the grain company. But this judgment the Supreme Court of Kansas reverses (*Moses vs. Teetors*, 67 Pacific Reporter, 526).

The Supreme Court holds that the contract was one for storage and not of sale. It also says that the general rule of bailment is well understood, that where a bailee for hire puts it beyond his power to return the identical property bailed, he thereby becomes a debtor to the bailor in the amount of the value of the thing bailed; but in a contract such as the one in this case conditions widely depart from those upon which the general rule is based. Warehouses and elevators are of great public utility. It is a matter of general knowledge that a great portion of the grain business of the country is transacted through and by them. This could not be done if it was required that the identical grain deposited by any owner should be returned upon demand, or, in default thereof, that the warehouseman would be chargeable with the price thereof at the time the demand was made.

The rule that the warehouseman may discharge his obligation to the owner by delivering to him grain in like quality and amount when he shall demand it is fair and just and in accordance with the terms of the understanding and agreement. This is not unjust to the owner. He may protect himself against loss by fire by procuring insurance, and he is protected from the creditors of the warehouseman, who may not take upon execution against him grain in store to such an extent that the owner may not obtain his own. In short, the contract is one, to coin a term which seems fit, of substituted ownership, wherein, as soon as the identical grain which has been deposited by the owner is disposed of by the warehouseman, other grain of the same quality and quantity takes its place, and so on from time to time until the owner shall receive back his grain or other arrangements are made for its disposition. This rule is just, equitable and fair, permitting facility and ease in handling crops of grain, while it protects the interests of all parties. So the court holds that the party suing could not recover the value of her wheat from the grain company, it having at all

times kept on hand sufficient in quantity and quality to replace all wheat stored with it.

The view which seems to have been taken by the District Court was that as soon as the identical grain deposited by the party suing with the grain company was disposed of by it there arose on its part a promise to pay for its value. This, as above explained, the Supreme Court says, is a correct general theory, but it does not think it applicable to the facts of this case.

A NON-CHOKING ELEVATOR.

BY WILL L. BURNER.

Among the many things that try the patience of the elevator man there is nothing more annoying than the choking of grain elevators and perhaps no annoyance more easily removed, if a little thought is given to the subject.

Figure 1 shows how the grain is often spouted to an elevator. Should the slide that admits the

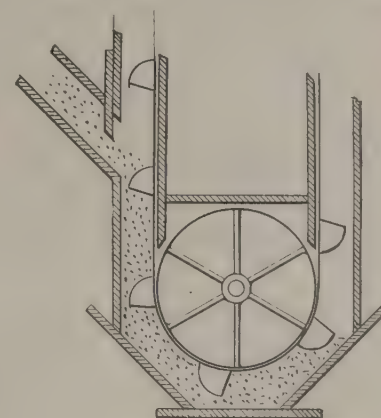


FIG. 1.

grain be open too wide, or if it is not closed before stopping the elevator, the entire boot immediately fills up to the point of inlet, and as the cups cannot plow their way through so much grain, the elevator chokes until the accumulation is removed from the boot.

Figure 2 shows a grain elevator properly spouted. The slide may be opened ever so wide or may be left out altogether, yet the grain will never fill

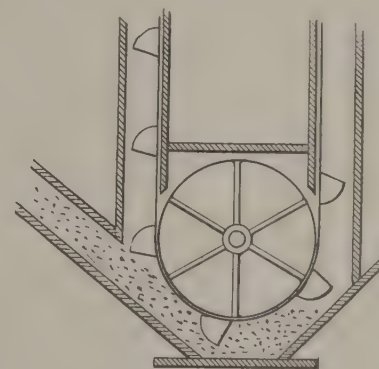
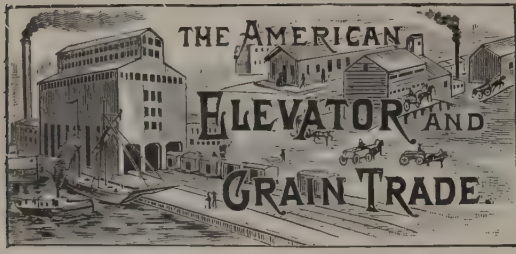


FIG. 2.

higher than the point shown, which does not allow a sufficient accumulation of grain to stop the elevator cups. Each cup will fill to its greatest capacity and the elevator may be stopped and started without giving any attention to regulating the flow of grain to it. To avoid an uneven flow of grain to an elevator caused by chips and straws, some have gone to the expense of putting in a feeder. Now this is unnecessary if the spout is placed as shown, for it may be made so wide that no ordinary obstruction will stop the flow of the grain.

Tacoma's wheat receipts, September 1 to April 1, last, were 12,372,280 bushels, or 2,250,000 bushels more than for the entire previous crop year.

E. P. Mueller of Milwaukee and Chicago has leased the feeding house of the sugar refinery at Waukegan, which he will convert into a drier for brewers' grains.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1902.

Official Paper of the Illinois Grain Dealers' Association.

GROWTH OF COUNTRY ELEVATORS.

Last year was a banner one for elevator architects and builders, and it was generally considered that a year's record had been made as to number of houses built, that would not soon be surpassed. However, those who formulated that opinion apparently counted without their host, as up to the present date of this year the builders, both of large and small houses, have been taking on work so rapidly as to be more or less puzzled how they were going to be able to fill all their contracts without working overtime.

This remarkable growth of grain elevator building results from two principal causes: First, grain associations throughout the country have established such conditions that the grain business has again become remunerative; and, secondly, the large crops of the country are demanding larger facilities every year for proper storage and handling.

It is almost unnecessary to allude to this country's extent of grain territory. When it is considered that from Galveston to El Paso, Tex., the distance is almost as great as that from Chicago to New York, and that Texas is rapidly increasing its reputation as a grain growing state, it is not difficult to discern its need for increased storage. Grain men of Illinois and Iowa, and also of Minnesota and South Dakota, are making preparations for the big crop of corn and oats they expect this fall. Great numbers of grain dealers have increased the capacity of their elevators or built new ones. Car shortage also is a strong factor, making it necessary for the grain dealer to provide himself with

ample storage capacity. This has been especially true in Indiana, and in this state also building has been going on with great activity.

Elevator architects and builders have not been slow to meet the demands for new houses. The model 20,000-bushel elevator to-day seems to be perfect as regards economical working of its handling machinery, while the colossus, the million-bushel house, challenges the admiration of all by its rapid-working devices and its fitness for all the intricate problems involved in merchandising grain in vast quantities.

ANNUAL MEETING OF THE ILLINOIS ASSOCIATION.

The ninth annual meeting of the Illinois Grain Dealers' Association will be held at Decatur on Tuesday and Wednesday, June 10 and 11. The program, published on another page, is provisional only, for the completed program will undoubtedly contain some interesting and valuable papers.

Members should make a special effort to attend this meeting. It may be the only general assembling of the Association for the year, and sufficient important legislation is certain to be brought forward to warrant the personal attention of every member. The Association has grown very largely during the year, and it is constantly broadening the scope of its work, after the manner of all healthy grain dealers' associations. The legislation enacted, therefore, will be of vital importance to each individual in the grain trade of this state, who should embrace this opportunity to shape it, as far as possible, in the direction he desires it to take.

Decatur will, as usual, take good care of her visitors, and the meeting will undoubtedly prove as pleasant as it will be profitable.

MUTUAL ELEVATOR INSURANCE.

While mutual insurance has not, it must be confessed, been generally popular with insurers, nevertheless its record merits notice. During the past six calendar years, as an example, the textile mutuals of New England, Edward Atkinson informs us in a recent circular, reduced their actual losses to 4.57 cents per \$100 per annum on risks averaging \$650,000,000 and which now amount to \$1,200,000,000. Contrast this with losses of 50 to 60 cents per \$100 per annum for the same years on miscellaneous property insured by the underwriters—a class of property conceded by the latter to be much less hazardous than factory property. The millers' mutuals of the Mississippi Valley show a saving in premiums for a long series of years of about 50 per cent of underwriters' rates.

The secret of these remarkable exhibits lies in the methods. The mutuals aim to prevent losses by the inspection and betterment of risks; the underwriters to recoup themselves by large premium incomes, and the insured public pays on that basis.

As nearly all of the millers' mutuals now insure elevator property, there seems no special reason why the grain dealers of the West should find it necessary to organize other mutual companies when the machinery for relief from excessive board rates stands ready made for their immediate use, especially as the millers' mutuals

are moneymakers only for the policyholders, who, as such, all stand on the one footing in every respect.

WHAT IS A FAIR MARGIN?

This is a question rather academic than practical in character. At any rate, the probabilities in most country markets of getting the full extent of a fair margin, not to say more than a fair one, are so remote as to give the discussion a distinctly theoretical character only. Without, then, attempting to answer the question directly, every dealer should endeavor to know for his own satisfaction what it costs to handle a bushel of grain through his elevator.

Among his items of expense are interest on the investment; sinking fund for depreciation and renewal; operating expenses, including supplies and help; losses by natural shrinkage and terminal shortages, and personal compensation for "superintendence." How many country dealers figure all of these expenses—or can make them out of the grain—before they can take the object of the game—profit?

All these items will vary with person and place, but the single item of natural shrinkage, claimed by many country dealers of experience to be equal to 1 per cent between the home elevator and that of the terminal, knocks a big end off the profit in a 1½-cent margin on 60-cent corn. Is there, in fact, any profit at all in such a margin on grain at that price, if it costs half a cent a bushel to run grain through a country elevator?

THE CENTAL FOLLY.

About ever so often someone with the irrepresible itching for mere change drags into the daylight again the old argument in behalf of the cental unit in the grain trade as a substitute for the bushel unit. So far as appears, the sole basis of the argument is that "the process of reducing weights to bushels is unnecessary." Ideally, this is, perhaps, useless labor, and a change might be beneficial were all the world of one mind, which it is not. What, then, doth it profit a man if he ceases to measure by bushels, only to be compelled to reduce his centals to quarters or metric tons?

There is no objection to progress toward ideal perfection. Perhaps we of to-day ought to be so unselfish as to sacrifice present profit to insure greater leisure to the next generation of tired clerks, but really, when one stops to think that all the machinery of local, state and national associations, maintained with so much labor and expense, is now necessary to insure to grain buyers the meager profit of 1 to 3 cents for handling a 60-pound bushel of wheat or a 56-pound bushel of corn, it does seem very like folly to abandon the smaller unit for the greater one of the cental, only to relieve the grain office man afflicted with "that tired feeling" of the arithmetical burden of "reducing weights to bushels." For that is all it amounts to—positively all. For, as no dealer now expects to get a greater profit handling a 56-pound bushel of corn than he does for handling a 32-pound bushel of oats, so he is a sanguine centalist, indeed, who would expect to make more than the minimum bushel profit handling a cental of either. Surely, at the price, "reducing weights to bushels," with the usual ready-reck-

oner tables on the office desk, ought not to be a serious burden, even to the weary.

TAKING TOLL AT TERMINALS.

A weighmaster in another state makes the following inquiry:

My understanding is that the large elevators record all drafts to end with a cipher. For instance, a car weighing 39,985 pounds would be recorded as 38,980 pounds, or would same be recorded 39,990 pounds? If the latter figure, how is delivery of full quantity weighed into an elevator made? There is certainly a loss in handling grain at all elevators where grain is stored from one to six months before being delivered. Is there any standard or legal rule governing this point?

There seems to be no standard rule legalized by statute or board of trade by-law, but it is the practice in weighing grain into the elevator to allow the elevator a turn of the beam, breaking at 10 pounds; that is to say, if the beam balances exactly in the center at 39,985 pounds, the weigher registers 39,980 pounds. The same practice is in force in weighing grain out of the elevators at Chicago and most other terminal markets.

This is a not unreasonable privilege, perhaps, to allow the terminal; although why the terminal elevator should be given this slight benefit at the expense of the shipper is not very apparent. It is, however, aside from the dockage complained of elsewhere by Mr. Washer, which should receive the attention of the associations as an abuse ripe for the plucking.

ARBITRATION AN ISSUE.

The success of arbitration as a means for adjusting differences in the grain trade has been so marked in the Iowa and Texas associations that the system is certain to become a live issue in future associational legislation. It will probably not be long before a man's willingness to arbitrate differences will be made a test of his status in the trade.

There is nothing unreasonable about this. Differences must needs arise, and so must be arbitrated when agreements cannot be reached by the parties in interest without calling in third parties. The real question is, Shall the arbitrators be a committee from the association or a petit jury?

It is perhaps true that a hearing before a committee may not be conducted with all that awe of Greenleaf and other authorities "On Evidence" which characterizes a court of record, but since those worthies are as frequently cited as a means to conceal the truth as to clarify the evidence, none but those desiring to avoid a just liability will complain. True arbitrators seek only to render an honest judgment quickly, to act while the facts are fresh and when the payment of the judgment may be substantial justice to the party entitled to it. A lawsuit means delay and a judgment which is most often an inadequate compensation, not merely because it comes after delay, but because an undue proportion of it is consumed by the legal parasites on either side of the case. As neither the real nor the assumed majesty of a court of record can add one iota to the mentality of a jury, as compared with an arbitration committee, nothing, therefore, can be gained by a litigant by a resort to the courts save delay and the chance that a bad case may be given a bet-

ter face by a sharp lawyer. It is both this delay and this chance of a miscarriage of justice that fair-minded men expect to avoid by a system of arbitration, properly protected by common sense business rules. Arbitration in Iowa and Texas has been so successful in this direction, that its popularity in those states is becoming "catching" elsewhere.

COMMERCE LAW REFORM.

During the past thirty days the House committee on interstate commerce listened to arguments by shippers urging some form of amendment of the interstate commerce law. Among those who addressed the committee were representatives of all classes of manufacturers, boards of trade and trade organizations, as well as individual shippers. The speakers were unanimously agreed that the law needs revision.

There are two propositions before Congress—the Corliss-Nelson and the Elkins bills. Both would give the Commerce Commission enlarged powers of control over rates. In other respects than that the Elkins bill would legalize pooling, the chief difference between the two bills is that by the Corliss-Nelson bill the ruling of the Commission on rates would be effective pending the decision of the courts on appeals; by the Elkins bill the Commission's ruling is suspended until a decision is reached. The former, therefore, would favor shippers, the latter the transportation companies, during the period covered by the appeal proceedings.

Meantime at Chicago on April 24 more than a hundred of the leading merchants and manufacturers addressed a petition to Hon. J. W. Fifer of the Commission, urging him to use his influence to stop the discriminations made by the railroads in favor of the commercial interests of New York, as against those of the Mississippi Valley.

Under such pressure as is now being brought to bear on Congress, it would seem as though that body must speedily grant relief in some form, but to the politicians who control legislation all questions seem now subordinated to political sparring, and in spite of its immense importance commerce law reform promises to be again the victim of neglect, for this session at least.

THE BRITISH GRAIN TAX.

"On the face of the returns," as politicians used to say, the newly imposed duties on grain and flour mark a return by the British government to what Sir William Vernon Harcourt characterized in the debate as "old fallacies." The permanency of the return, however, remains to be seen. It is certain, however certain of the newspapers and politicians may talk of protection, that the great mass of the working people of the nation are opposed to that principle, at any rate when it takes the form of a bread tax. The English farmer, on the other hand, is, of course, pleased with the duty, and in the interior he took immediate opportunity to lift the price a little more than the full extent of the duty. But the English farmer is not a very powerful influence in politics any longer.

England is so dependent on the outside world for grain and flour, and the duty is so light comparatively, that no appreciable effect will probably be felt by the American farmer as a

result of the tax which the Englishman is now paying and will continue to pay as long as it remains with what equanimity he can bring to bear on the situation. The only untoward aspect to Americans of the case is the possibility that imperialists of the Chamberlain type will make the new duty a step toward preferential agreements with the colonies as to the internal trade of the empire. The Canadians, indeed, have in a way welcomed the tax, which now bears as heavily on their wheat as on our own grain, professing to see in it a hidden promise that the preferential system will be established at the meeting of colonial ministers at the coronation in June, thus giving Canadian wheat and flour the "first whack" at the British market.

There is, of course, some danger that such a policy may be adopted in spite of the possibility that it might precipitate a universal war of tariffs.

THE SECRET ORGAN.

One of our contemporaries of the semi-monthly habit (as if there were some peculiar virtue in making two small bites of a very poor cherry) has developed a new lead in trade journalism, which may be defined by the following editorial excerpt:

A subscriber complains that he occasionally finds the Journal laying out so that those who are not entitled to receive it may have access to it. We have frequently warned our subscribers that its contents were intended simply for them, not for the general public. We hope that recipients will be more careful in keeping the Journal for those identified with the trade.

It would be difficult to construct a more perfect specimen of tommyrot; and this gratuitous inference that the grain dealers of this country compose a secret cult, with all the panoply of signs, grips, passwords and a secret organ, wherein the most awful orders for assault on the public might appear in print under the occult guise of the apparently simple advice to beware of pigeon guano in the cupola, might be dismissed as the nonsensical assumption of a personal importance which happens to be in inverse ratio to actual influence, were not such inference of conspiracy seized upon by the sophists of the farmers' cooperative movement in the great West to prove their assertion that the grain dealers' associations are, in fact, secret organizations for illegitimate purposes.

The statement of the Topeka State Journal, therefore, repeated by James Butler in the Kansas Farmer, that the Journal alluded to, "in nearly every issue, contains matter which shows that the state grain organizations are generally in restraint of trade," is, of course, untrue, for the reason that there is no such matter to be published and would not be offered for publication if it did exist. The grain trade associations are lawful organizations for a lawful purpose, but the editorial quoted, with its "frequent warnings," etc., quite warrants the Kansas agitators in making the sophistical assertion that an unlawful purpose does exist; and they are making the most of it.

The worst evil that can befall a man is to find himself in the hands of dampfool friends at a time when he needs the silence of the judicious or the counsel of the wise. The Kansas association seems now to be entitled to special commiseration.

EDITORIAL MENTION

Decaturward will be the tocsin cry for June 10 and 11.

In the spring the grain man's fancy lightly turns to thoughts of grain conventions.

Aide-de-Camp Scalper to Expiring Leader: "They have routed the old guard; the last man lies dying in his ditch, General."

General crop prospects are good to date, and elevator building is proceeding rapidly in all parts of the corn and oats belt.

If you want to buy, sell or rent an elevator try the "small ad." columns of the "American Elevator and Grain Trade." The cost is low and the service effective.

Don't neglect your repairs. Make them during the dull season and be ready for the rush of the harvest. One of the greatest secrets of success is preparedness to grasp it.

There is a difference between a natural growth and expansion. Enlarge your business to meet conditions, but don't compel the other fellow to make the conditions of your enlargement.

Keep your elevator clean and your fire-fighting apparatus in order. Let there be a clean-up every day, including an examination of all pulley and other bearings, and you will discourage the "fire fiend."

Nebraska wants a law making its warehouse receipts for grain a bona-fide security for loans, and safe, reasonably cheap insurance. It is a case where a supply should follow closely on the expression of the want.

A great deal of light, both real and written, has been shed since the first of the year upon grain handling methods on exchanges and throughout the country. The results are showing themselves. Let the light shine.

The rise in the value of Board of Trade memberships in western exchanges has been rapid and inclusive of nearly all of them. The latest predictions for rise is in memberships in the Buffalo Exchange, showing that the movement is moving eastward.

A bucket shop at Lansing, Mich., recently quit, and the natives stood around the doors for several days before they realized that one of Chairman Payne's "little gamblers" had done them. But, of course, it would not be proper for Congress to legislate such gentry out of business.

The Cincinnati Price Current's "Statistical Annual for 1902," for year ending March 1, 1902, was published as a supplement to the number of that journal dated May 8. As usual, it is exhaustive, covering the whole field of provision and grain trade statistics. It would be a work of supererogation to praise this indispensable publication, which has been a standard

for so many years and now shows no diminution of its good qualities.

The National Hay Association's annual meeting will be held at Put-in-Bay on July 10, 11 and 12, headquarters being at the Hotel Victory. A fine program will be arranged, and no one who has ever been at this famous summer resort will need much urging to repeat his experience, especially when good business policy urges so pleasant an excursion as a part of "the game."

As if the present rates on hay, at the current high classification, were not enough, it is rumored that another boost is to be given charges on this product by raising the carload minimum. When the transportation charge on hay—as recently happened on a car of clover, Indiana to New York City—equals the amount originally paid the farmer for the stuff, the prohibitive point is dangerously near.

The Chicago Board of Trade Bulletin, published by Howard, Bartels & Co., has just completed its thirty-fifth year. As a trade circular for board of trade men and the speculative public it is a model, and it so completely and ably covers the field that no rival is possible. Its system and service are perfect, and its publishers merit the implicit confidence placed in the Bulletin alike by Board of Trade men and the general public.

The fever for coöperative movement among grain growers has broken out in the "Inland Empire," and a meeting of wheat producers of Eastern Washington and Northern Idaho has been called, to be held at Moscow, Wash., on June 5. The farmers claim that by the present warehouse system they are paying from 5 to 7 cents per bushel more for getting their grain to tidewater than they ought. They will know more about it after a trial of coöperation, perhaps.

The annual meeting of the Ohio Grain Dealers' Association will be held in June next at a date not yet fixed, but which will occur during the week previous to or immediately following the Illinois meeting. The meeting will be one of extraordinary importance to Ohio dealers, all of whom are urged to attend. Secretary J. W. McCord, 358 North High Street, Columbus, will gladly furnish information as to time and place, as well as supply copies of the program when arranged.

The injunctions issued against various grain carriers to stop discriminations has had an unexpected influence on the rate situation. The injunctions did not, indeed, stop rate reductions, but they forced the roads to publicly announce them by filing with the Commerce Commission, so that at least the evil of secrecy was removed and all shippers were given the advantage of the reductions. Yet the roads affected by the injunctions declare the control of rates by this means, in which all acquiesced, has proved to be a failure, and, therefore, will appear in court on June 23 and fight the issuance of permanent injunctions. Even the secret cut has been revived, it is charged, by a Colorado road, which gives preferences to the form of free cartage. And yet the roads profess to believe they can

cure the situation merely by being granted a pooling privilege! Do they expect to merge all the roads in one pool?

Duluth has experienced during the past month practically a suspension of arrivals of wheat. The chief inspector does not attribute this to an actual dearth of grain, but to the fact that the farmers are able to carry it, at least until the seeding season is passed. And yet the premium paid for good milling wheat ought to have been a temptation to farmers to market such grain, in view of the very optimistic view taken all along of last year's crop.

The new grade of "standard oats" at Chicago may or may not be wholly satisfactory to cash traders and shippers of oats, yet it is a fait accompli, just the same. Meantime it continues to interest speculators, and, as Van Ness & Wilson's circular, May 8, suggested, it may also be a cause of trouble for the shorts. "A great many of these new July oats," says the circular referred to, "have been bought by shippers who will demand their delivery, as they have sold the oats for shipment east in the early part of August. The receipts of new oats at Chicago in July are always small, and should anything happen to make the new crop of oats in Central Illinois miss the 'Standard' grade, the shorts will find themselves in a tight box."

The St. Louis Merchants' Exchange has perfected its arrangements for assuming control of the weighing of grain at that market, beginning the service on June 1, and Mr. Murray, superintendent of the weighing bureau, has been instructed to employ suitable persons to supervise the work in all elevators and mills in St. Louis and East St. Louis. The Exchange has been somewhat slow in bringing about this reform, although the delay is by no means all chargeable to that body, yet now that the responsibility has been fully shouldered the delay should be, as it doubtless is, an assurance that the new system will be an effective one, such as the Exchange can contemplate with satisfaction, and one in whose integrity the shipper will have confidence. At least it is to the credit of St. Louis that it is making this effort to reform a weighing system that, until the Exchange began to show a direct interest in it, was a scandal and a reproach to the market.

The canals of Illinois and New York, once so influential as freight regulators, have resumed business for the season, with their ancient glory considerably dimmed, and yet not without a visible influence still. Badly equipped as a canal may be, if its route lies along natural channels of transportation, it can never be a wholly negligible quantity. The Erie and I. & M. canals still hold grain freights to a certain reasonable level. The enormous growth of the Monongahela Valley is visibly due to the influence of the navigation of that stream, without whose various water craft the great industries of the valley could not have continued business, dependent for fuel on the railroad only, greatly overtaxed, even when relieved by the river traffic. The continual fault-finding, therefore, in Northern Illinois, and in Chicago especially, with the old I. & M. Canal, that it costs something to run it in its present condition, due chiefly to Chi-

cago's own bad faith toward it, comes with a very bad grace indeed. Chicago's debt to the old canal should be more graciously remembered.

In Minneapolis the puzzle makers have sprung the question, When grain is delivered on May 1, to whom shall it be assessed for taxation? Wheat delivered on May 1 is constructively in the possession of the elevators from midnight of April 30 to noon of May 1, and of the buyer for the remaining half of that day. Granted that the assessor finds the grain on the day named, to whom shall he assess it, the state law requiring that "personal property shall be listed and assessed annually with reference to value on the first day of May," etc.? In some states the possessor at the hour of noon on tax-listing day is the party assessed, but in others the question is still an open one.

The report of the proceedings of the eighth annual meeting of the National Hay Association (September 12-13, 1901) has been published in pamphlet form. It will be mailed to members, and there will be about 500 copies for distribution to non-members who should be members. The book is so well gotten up in every way that criticism of it were ungracious, except that the book would have been much more effective, perhaps, did its publication follow more promptly on the heels of the meeting. Its matter is stimulating, however, and its use as a "campaign document" to enlarge the membership of the Association prior to the annual meeting for 1902 at Put-in-Bay, in July, ought to be productive of good results.

As will be seen by reference to a decision rendered by the Supreme Court of the state of Kansas, reported elsewhere in this number, that court has rejected the Texas doctrine, announced in *Landa vs. Lattin*, 46 S. W., 48, in 1898, that when a bank discounts a draft with bill of lading attached it thereby becomes liable for damages in case of a failure of the warranty by the seller or maker of the draft. This ruling has been pretty generally followed by the courts in subsequent decisions on this point, and was recognized by shippers in all lines as good, or at least settled, law. The Kansas decision, therefore, comes as a surprise, and although it may not have a decisive weight outside of that state, it may tend to complicate interstate transactions where a Kansan is one of the parties. The decision is worth reading.

Mr. John O. Foering has returned to the East after a pleasant and physically invigorating visit of several weeks on the Pacific Coast. During his absence he kept in close touch with the doings of the Chief Grain Inspectors' National Association, in which as its president he takes a deep interest, and it is with much personal satisfaction that he is able to report that the work toward the establishment of uniform grades of grain is meeting with much success. Quite a number of replies have been received by the officers of the Association from the officials of the grain exchanges, giving notice of the approval of the samples adopted by the chief inspectors at their annual meeting at Philadelphia in February last. Much interest in the work is exhibited by the foreign importers also, who are fully awake to the importance of having the grades

uniform at all the markets, feeling that such uniformity would ultimately remove much of the doubt and uncertainty that now exists as to the quality of grain they will receive on foreign purchases in this country.

Undoubtedly if Mr. Chamberlain should be successful in pressing his imperial trade policy on the British empire at the coronation conference of colonial ministers, the position of Canada in the British wheat market would become a commanding one. The fertile fields of the Northwestern Provinces are rapidly settling up with an industrious and thrifty population, and, under the stimulus of a preferential duty in the English market, the wheat crop, estimated last year at 100,000,000 bushels, would be rapidly increased, and, with the inevitable extension of railroad facilities which such a mass of freight would certainly induce, the Canadians would pretty much command the business to the extent of their own exportable surplus, or force our own farmers to "pay the freight" to an extent equal to the differential.

The annual meeting of the Texas Grain Dealers' Association will be held at Waco on May 22 and 23. Secretary Dorsey has not completed his program at this writing, but there is every reason to believe it will be up to the high standard of previous years, and that is saying not a little. After the meeting is concluded an excursion to Galveston is contemplated, the fare for round trip being only \$3 from Waco. In case a sufficient number conclude to go to the island city, a special train will be made up for them. As the railroads will sell cheap harvest or homeseekers' tickets on May 20 from the northern states to Texas, the officers of the Association have invited all the members of the grain trade associations to attend this meeting. This would indeed be an excellent chance for northern men to take a look at this great state, which from year to year is becoming a greater factor in the grain trade of the nation.

A bill has been offered in the House of Representatives at Washington (H. R. 14022), by Mr. Gillett of Massachusetts, to prevent interstate telegraph and telephone lines being used to promote gambling, including bucket-shopping. Applied specifically to bucket shops, the law would forbid the common carrier of news from delivering to such gentry market quotations. A bucket shop is defined as

Every place wherein any person, association, copartnership, or corporation, in his, its, or their own behalf, or as agent, engages in the business of making or offering to make contracts, agreements, trades, or transactions respecting the purchase or sale, or purchase and sale of any grain, provisions, raw or unmanufactured cotton, stock, bonds, or other securities, wherein both parties thereto, or such person, association, copartnership, or corporation above named, contemplate, or intend that such contracts, agreements, trades, or transactions shall be or may be closed, adjusted, or settled according to or with reference to the public market quotations of prices made on any board of trade or exchange upon which the commodities or securities referred to in said contracts, agreements, trades, or transactions are dealt in, and without a bona fide transaction on such board of trade or exchange, or wherein both parties, or such person, association, copartnership, or corporation above named shall contemplate or intend that such contracts, agreements, trades, or transactions shall be or may be deemed closed or terminated when the public mar-

ket quotations of prices made on such board of trade or exchange for the articles or securities named in such contracts, agreements, trades, or transactions shall reach a certain figure.

This definition is large enough to go into the unabridged dictionary, but little hope need be indulged by anyone of the passage of the bill by a Congress confessedly too dense to distinguish, morally or commercially, between a bucket shop (with or without a definition) and a commercial exchange. Mr. Gillett's intentions are honorable, no doubt, but he is in such precious bad company just at present that he need not be surprised at being watched.

While grain men have been trying to develop some plan by which the crop reporting system of the government might be improved, the House of Representatives on April 30 took the bull by the horns and adopted an amendment to the agricultural appropriation bill, which provides that on or before July 1 next the work of collecting agricultural statistics shall be transferred to the weather department, ostensibly to save a matter of \$60,000. If it is the intent of the amendment to limit the correspondents available for crop reporting to the agents of the weather bureau, imperfect as the present system may be considered, it is infinitely better than the proposed system can possibly be. The two bureaus have, in fact, nothing in common, in spite of their apparently quite close relationship, and there is no reason to anticipate, from the nature of the work, that the weather bureau's agent would know a corn field from a cabbage patch when he saw them. This amendment, which is opposed by the grain trade generally, we believe, only emphasizes again the crying need of a few men in Congress endowed with a modicum of common business sense and a return to a parliamentary system that will curb the absolutism of the speaker and the committee on rules and permit such common sense to find expression in practical legislative usefulness.

An eastern receiver, who is in favor of arbitration and no business relations with scoop-shovel men, complains that he was some time ago publicly overhauled in a dealers' convention for dealing with a man whom he considered a regular, but who proved to be a shovel man. In the absence of a complete list of regular dealers, this criticism of the receiver was severe and unfair, unless it were shown that the receiver had had notice of the character of the man he was bidding or dealing with.

The instance illustrates not only the desirability of extending association territory in every direction possible, but also the necessity of having regular dealers report scalpers to their local secretaries at the earliest possible moment, or to national secretary at Chicago from unorganized territory.

Association work must be carried on in the widest spirit of fairness, and the work can be made to commend itself to receivers, especially those in and from unorganized territory, only by a spirit of fairness that is both real and apparent. Receivers are for the most part fair-minded men, but as a rule they are neither clairvoyants nor mind-readers. There may be exceptions among them, however, as there seems to be among country dealers, and especially the critics, but they need labeling.

Trade Notes

The Clark's Hill Manufacturing Company, at Attica, Ind., will erect a factory for the manufacture of seed and grain cleaners.

The increasing business of the Webster Manufacturing Co., Chicago, has necessitated the enlargement of their sheet metal building.

A. T. Ferrell & Co. of Saginaw, Mich., have just been notified of the allowance of three additional patents covering their line of manufactures.

The Hall Distributor Co. of Omaha, Neb., report their sales for the month of April as far exceeding any previous month this year and also as being in excess of the sales of the corresponding month last year.

W. L. Milligan, the jolly traveling salesman for the Marseilles Mfg. Co.'s Peoria branch, says the elevator machinery business is opening up excellently this spring and that prospects for a good season's business were never better.

G. T. Burrell & Co., elevator builders of Chicago, found their offices at 1440 Monadnock building too small to accommodate their increasing business and so the first of this month they moved into larger quarters in rooms 1208-9-10 of the same building.

C. D. Holbrook & Co. of Minneapolis, Minn., are enjoying a good trade in elevator and mill machinery, gasoline engines and other supplies. They expect a large increase in their business this year, perhaps even greater than they have been experiencing during the past few years.

Circular No. 67, just received from the Jeffrey Mfg. Co. of Columbus, Ohio, is a handsome production devoted to the Jeffrey "Century" Belt Conveyors, which are adapted to a multitude of uses. The Jeffrey line of elevating and conveying machinery is certainly very complete.

The N. P. Bowsher Co., South Bend, Ind., report a fair trade in their line with the grain elevators and feed dealers for this time of year, particularly in the central and central western states, where more attention of late has been given to the feeding of cattle in small bunches by the farmers.

The latest advertising matter from the Charter Gas Engine Co., Sterling, Ill., is a folder inclosed in a gray cover. The cuts show gasoline engines of different constructions and used for various purposes, such as stationaries, portables, pumps and pumping outfits, hoisters and sawing outfits.

The Illinois Central Railroad Co. has placed an order for a huge Hess Pneumatic Grain Drier and Cooler for their new elevator at New Orleans, La. This drying apparatus is to be of the latest model, and installed in a separate brick building. It is to be used on export grain exclusively, and will have a capacity of 25,000 to 40,000 bushels daily.

The Borden & Selleck Co., Chicago, report having furnished a large number of Howe Gasoline Engines for use in elevators and from which they are receiving very satisfactory reports. They also state that their conveyor department is worked to its full capacity to fill the large number of contracts on hand for Harrison Grain Conveyors and Elevators.

Chas. H. Butler of Oakland, Cal., has devised what is said to be a great improvement over the ordinary belt conveyor used in transferring, loading and unloading flour and grain in bags. A sort of trough is made of polished boards. In the groove at the bottom runs a 4-inch cotton belt, carrying cross pieces which cause the bags to slide along the trough. These troughs are arranged overhead in the warehouse with elevators and switches. The capacity is said to be 1,600 to 1,700 sacks per hour.

An illustration of the Double Clutch Car Mover appeared in our last issue and we are advised by the manufacturer, Walter A. Zelnicker in St. Louis, that it brought him a number of orders and a great many inquiries. A tool of this description is almost indispensable around a grain elevator, for the reason that cars are not generally properly placed,

or they require shifting to permit the loading of other cars. Sufficient help not always being available, it means much hard work and sometimes delay. The Double Clutch Car Mover is so effectively constructed that a heavily loaded car can be moved up grade by one man.

The Burrell Manufacturing Company, 471 West Twenty-second street, Chicago, has put two shifts of men at work on its special lines of grain elevator machinery. The company, which was organized only last year, has already made itself widely known through its new designs of machinery, which were gotten out specially to meet the requirements of improved grain-handling devices.

Some Opinions, Based on Experience, of the Weller improved Friction Clutch Pulleys and Cut-Off Couplings is the title of a circular just received from the Weller Mfg. Co., Chicago. It gives letters from many builders and users, besides a long list of purchasers. The Weller Company recently received an order from Minneapolis for 40,000 elevator buckets.

About a year ago the H. W. Caldwell & Son Co. of Chicago sent out a large wall map of the Southern States, one corner of which contained a list of all the cottonseed oil mills, together with the number of oil presses operated. In order that this map may be strictly up to date, they now send out a gummed sheet with revised list of mills, to be pasted on the map. The new list shows 487 mills, with 2,004 presses.

Philip Smith, manufacturer of elevator machinery at Sidney, O., reports that business in this line has never looked better. He already has contracts for furnishing machinery for a number of new elevators, as well as for furnishing a large number of his Ohio Shelters, Smith's Improved Chain Drag Feeders and Smith's Overhead Dumps, to parties who are remodeling and putting their elevators in up-to-date shape for handling grain.

James C. Stewart, of the engineering and contracting firm of James Stewart & Co. of St. Louis, has been awarded two enormous building contracts in England. These came to him as a result of his great achievement in building for the Westinghouse people in less than one year, a factory which no English concern would undertake to erect in less than four years. Industrial England seems destined to receive another severe shock at the hands of this brilliant American elevator builder.

The Marseilles Mfg. Co., Marseilles, Ill., have just received from their printers a large edition of elegant 164-page catalogs, covering the departments of their business devoted to motive power, power transmitting appliances, all kinds of grain buckets and general grain handling machinery and supplies. It contains everything in the above lines of interest to grain handlers, architects and builders of grain elevators and mills and in addition is a fine specimen of the printer's art. It will be mailed free to all applicants.

A very satisfactory condition of trade is reported by the S. Howes Company, Silver Creek, N. Y., manufacturers of grain-cleaning machinery. They have lately installed complete lines of their machines in several new mills and elevators for this season's work, and are adding to their factory equipment a number of new machines for special work in the construction of their output. They state that the cereal business and canning industries are opening up new fields for their machines, and that the activity in the rice industry is also creating an increased demand in that line. They state that "a considerable increase in the cost of raw materials is the worst proposition we have to contend with at present."

"Business with us the first four months of 1902 was the largest in our history," write the Huntley Mfg. Co. of Silver Creek. "We have received more orders for cleaners so far this year than we did in the first six months of 1901, and are running our factory to its utmost capacity. We are also enlarging our plant by putting up a large addition to our foundry. Have also added a number of tools in our ironworking department and are about to build a large addition to our woodworking de-

partment, adding another story to one of our buildings, also putting in about \$8,000 worth of woodworking machinery, to keep the factory strictly up to date. The outlook for trade was never better and inquiries are coming in from all sections. Our foreign trade is also increasing very fast and we now have orders for nearly 100 machines for foreign countries."

Stephens & Tyler, formerly of 1505 Monadnock building, Chicago, now occupy more commodious quarters at rooms 709-710 in the same building. They report a rapid increase in the volume of their business, and are now engaged upon the design and installation of several large steam and elevator plants. So wide a connection have they established that they have found it necessary to add to their other lines of business that of electrical contracting, to aid them in which they have secured the services of Mr. Cecil Hodgson, A. I. E. E., who is well known in steam and electrical engineering circles on both sides of the Atlantic. Mr. Hodgson, who has had experience with both the Westinghouse and General Electric companies, is now engaged upon the layout of several large D. C. and A. C. lighting and power transmission plants. Stephens & Tyler are now in the forefront to meet all the conditions of the grain and elevator trade, and in view of the growing popularity of electrical transmission they will doubtless meet with great success in this new line of their business.

It will be of interest to engineers and to users of gearing generally to know that the H. W. Caldwell & Son Company of Chicago, Ill., have recently purchased the entire equipment of gear patterns, molding machinery, gear cutters and all other appliances pertaining to the power transmission business of the Walker Manufacturing Company of Cleveland, O. The Walker gears have for many years sustained a reputation for excellence and correctness of design. The Walker system of designing gear teeth is generally recognized as founded upon correct principles. The general satisfaction that these gears have given to users, as evidenced by many testimonials and the fact that they are preferred by many mechanical engineers, has established for these gears an enviable reputation. The Walker pattern list is probably the most complete in existence and from its wide variety it is possible to find almost anything to meet the requirements of any situation where gears are to be used. The Caldwell Company state that they are prepared to furnish gears from the Walker patterns promptly and that they will maintain the high standard of excellence established for these gears by the Walker Company.

President Chas. N. Howes, of the Invincible Grain Cleaner Co., Silver Creek, N. Y., in a recent communication assures us that their business has assumed very satisfactory proportions thus far this season, keeping them very busy turning out machines as fast as they are wanted. He goes on to say that "one very satisfactory thing in connection with it is that wherever we have placed our machines they bring repeat orders and also orders from parties in the same vicinity, showing they are highly appreciated by users who do not hesitate to so inform their neighbors. During the last year we have brought out some machines constructed entirely of iron and steel. They have been placed in two of the leading elevators, one in Minneapolis and the other in Chicago, which are also built of steel and made fireproof in every respect. These separators are of the compound shake type, run without any vibrations to the machine or building and require no bracing. This increases the efficiency of the machine. Machines of this type are all constructed of high grade material. We are also constructing oat clippers made entirely of steel. These machines are not only durable, but will reduce the cost of insurance, which will very soon pay for the cost of installing. We are again increasing our facilities for turning out work, which is the fourth time we have had to do so in the last five years. We are installing a fine new engine and boiler and have all new up-to-date machinery and are sparing no expense or trouble to make the Invincible machines leaders in their class."

GRAIN BAGS ON THE COAST.

Grain bags in Washington in April ruled two cents lower in price than at the end of last harvest, and for the first time in several years the state at April 10 had bags to sell after the close of the period during which the superintendent of the state prison is authorized to accept offers for bags at his office in Walla Walla. The demand was not strong enough to take the product of the prison, estimated at 1,400,000 bags, with a price fixed at \$6.35 per 100. Last year many buyers were turned away; this year there were not enough buyers to take all the product offered, by fully 10 per cent. The price of the Calcutta bag at Walla Walla was but little above that made by the board of control for the state product.

In California, on the other hand, the demand has been brisk and appearances point to another attempt to corner the market, or at least the output of the prison factory at San Quentin. Complaints were filed by farmers late in April with the prison directors from all portions of the state that they were unable to obtain prison sacks; and it was admitted that abnormally large early orders for the bags had made it impossible to fill later orders from farmers amounting to about 3,000,000 sacks. Calcutta bags were selling at 6½ cents each, with strong demand.

The latest carefully revised estimate places the consumption of grain bags on the Coast at 50,000,000, the largest quantity ever used in any cereal year. There will be at least 27,500,000 used for the sacking of wheat, 12,000,000 for barley and the remainder for other purposes. Not only has the consumption this year been the largest in the history of grain growing on the Coast, but the carry-over stock is the lightest, there being at May 1 not over 500 bales of Calcutta wheat bags on the Coast. The San Quentin prison production is 3,500,000 sacks, and this number, it is said, has been over-sold. There are, however, two large cargoes of Calcuttas still afloat for San Francisco.

CORN IN DENMARK.

The New York Times' Annual Financial Review has the following from John C. Freeman, United States consul at Copenhagen, with reference to Danish imports of American corn and feed stuffs:

"In exports from the United States to Denmark, Indian corn, as in former years, leads. The amount shipped direct to Copenhagen, namely, 736,000,000 pounds, would have been larger by 20 per cent if Copenhagen merchants were not now inclining to ship from the United States direct to the various Baltic ports, thereby saving cost of transshipment at Copenhagen.

"A large quantity is brought from Baltimore and Philadelphia in whole shiploads, less from New Orleans and the Gulf ports. The large remainder has been carried by the regular Danish route steamers from New York and Boston. A large quantity, about 206,000,000 pounds, has been shipped from Hamburg to Copenhagen, so that the total indirect import of corn into Denmark amounts to 223,000,000 pounds, or about 23 per cent of the total import of American maize into Denmark. To check this indirect importation and to bring the corn by direct steamers the Copenhagen Free Harbor Company has made a marked reduction in rates in its desire to compete with Hamburg and the Danish provincial harbors. The United Steamship Company of Copenhagen has increased its North Atlantic fleet with several steamers, and has at the present time a 10,000-ton steamer, Oscar the Second, approaching completion, which will make the voyage from New York to Copenhagen in ten days.

"There is anxiety in Northern Europe as to the future disposition of the cereal crop in the United States, and particularly of Indian corn—a fear lest the crop will be converted into beef and pork for home consumption, leaving none for exportation. The import of other cereals decline somewhat from the figures of the previous year, owing to the higher prices which ruled in the American markets. The deficit was made up by Russian cereals. Oilcake

stands next to Indian corn in the value of the amount exported from the United States to Denmark, namely, 220,000,000 pounds, valued at \$3,000,000. The rivals, but so far not dangerous rivals, of oilcake in the European market are the sunflower seed cake from Southern Russia and the so-called Donau seed cake from France."

F. D. LINT.

It took F. D. Lint of Kansas City some time to find his niche in the world's economy; but as he seems to have devoted a good part of his time in the laudable occupation of teaching teachers penmanship, it cannot be said that those years were spent in vain.

Mr. Lint was born in Pike County, Ohio, on March 1, 1862, but he grew to manhood in Indiana, to which state his father moved in 1865, and where he died in 1871. The son remained on the farm until 1882, when he took a course in penmanship and then went to Nebraska to teach the art. After a year spent in teaching and in selling books, he took a commercial course and finished with a teacher's course at the normal school; after which he again taught school in Nebraska for three years, devoting the summers to teaching penmanship and bookkeeping at teachers' institutes.

His first connection with the grain business was



F. D. LINT.

with O. T. Hulburt (of Hulburt, Warren & Co., Chicago), who was then located at Hiawatha, Kan., and operated a line of elevators on the Mo. Pac. and S. J. & G. I. railroads. Mr. Lint held this position for three years. After Mr. Hulburt sold his elevators, Mr. Lint went to Atlanta, Ga., where he was engaged in the commission business for several years.

On returning to Kansas he took a position with the Greenleaf-Baker Grain Company of Atchison, with whom he has now been connected for some five years. He has charge of the company's outside business in Kansas and Nebraska, and is making an enviable record with his company as well as a host of friends for them and himself in his territory.

RAILROAD AND ELEVATOR IMPROVEMENT AT TORONTO.

The Canadian National Railway & Transport Company has applied for possession of 100 acres of marsh land on Ashbridge's Bay, Toronto, Canada, property of the municipality, upon which the company desires to establish yards, docks, etc., including elevators for handling grain. The company says it proposes to establish a steamship line to operate between Fort William, Port Arthur, Duluth and Chicago and Collingwood, Ont., and to build a railway from Collingwood to Toronto.

The company announces also that export elevator capacity of 5,000,000 to 6,000,000 bushels will be erected at Pictou, N. S., an Atlantic port open at all seasons.

IN THE COURTS

Creditors of the Standard Grain and Stock Exchange, a bucket-shop at Detroit, have sued Wm. E. Cook, the alleged proprietor, and Geo. E. Ellis of Grand Rapids for losses.

J. A. Everitt, a seed dealer, has sued Henry Russe at Indianapolis for \$10,000 damages, alleging that Russe made false statements to a banker in reference to the Everitt Company.

The Benedicts of Rantoul have secured a judgment against the Illinois Central Railroad Company for \$12,000, the sum being the value of an elevator claimed to have been set on fire by the railway's locomotive and destroyed.

Ulric King, representing the creditors of Geo. H. Phillips, has begun suit at Galesburg, against James O. Baird, a farmer of Williamsfield, Ill., for \$20,000. This sum is claimed to be due Phillips for margins. Baird pleads "gambling."

An effort will be made by certain creditors of the St. Paul & Kansas City Grain Company, holding warehouse receipts, to be named as preferred creditors and to have their receipts made a first lien on the grain in store in the company's warehouse.

The Westerbrook Grain Company of South Omaha has brought suit against E. D. Gould for \$1,000. It is alleged that Gould stored grain in an elevator at Fullerton, Neb., in such quantities that the structure collapsed. Gould is said to have taken possession of the elevator wrongfully.

The Kemper Grain Company has begun suit at Topeka, Kan., against the Missouri Pacific and Kansas City Belt railroads for \$31.55 loss, alleged to have been caused by delay in delivery of a car of wheat from Lyons, Kan., in June of last year, the car having been nineteen days on the road.

Emil White of Mandan, N. D., recently bought wheat options, acting in the matter on the advice of Holbert & Son, commission brokers, and lost over \$4,800. He now brings action in the District Court at St. Paul, to recover the amount. In his affidavit he claims that if the defendants had bought for him outright he would not have lost the money.

The McCaul-Webster Grain Company has begun an action to compel the Minneapolis Chamber of Commerce to transfer a membership certificate in the name of O. D. Tinney to J. L. McCaul. Objections was made to the transfer by creditors of Tinney; but the plaintiff company insists that the membership has always been its property, and only nominally that of Tinney while he represented the company on the floor.

Cooper & Oddy, grain dealers, secured a judgment at Indianapolis on May 2 for \$445.50 against C. C. Pritchard and W. W. Hubbard of Acton, Ind. The plaintiffs claimed that they purchased 15,000 bushels of corn of Pritchard and Hubbard at 39 cents a bushel, to be delivered in Baltimore at a certain time. They assert that the corn was not delivered, and as the price went up they lost \$600. The defendants allege that they could have delivered the corn over the Pennsylvania lines but Cooper & Oddy wanted it delivered over the Baltimore & Ohio and they were unable to get the cars to ship it over that line.

MORE NATIONAL MEMBERS.

The following are among the recent new names added to the roll of individual members of the Grain Dealers' National Association: John H. Miller, Tyrone, Pa.; John E. Hall Commission Co., St. Louis; B. F. Glover & Son, New Orleans; George H. Sidwell & Co., Chicago; S. W. Edwards & Son, Chicago; Thos. Ronald, Boston; T. B. Jones & Co., Memphis; W. L. Parish, secretary Northwest Grain Dealers' Association, Winnipeg, Man.; Wright & Taylor, Chicago; T. H. Bunch, Little Rock, Ark.

W. H. Babcock, called the Wheat King of Eureka Flat, recently sold 175,000 bushels of wheat stored at various points on Puget Sound at a sum equivalent to 57 cents net at Walla Walla.

CROP REPORTS

Early planted corn fields in Southern Iowa show normal germination.

The outlook is good for grain and hay in Santa Clara Valley, Cal. Early sown barley is heading.

Cable advices from Calcutta, dated May 1, say that a tornado passed over the Deccan and irretrievably damaged crops.

In Illinois early corn is coming up nicely and the condition of wheat, rye and oats is greatly improved. The corn acreage is large.

Corn planting is progressing rapidly in Indiana. Reports on wheat are conflicting, but it is generally conceded the crop will be light. The oats acreage is larger than for many years.

A Utah wheat dealer estimates the crop of 1902 at double what it was last year—2,500,000 bushels—and says it is quite safe to estimate this season's production at 4,000,000 bushels.

It is reported that at no period during the past fifteen years has the growing wheat in Pennsylvania looked so badly as it does at the present time. In many instances the fields will be plowed up and sown to spring rye.

The Oklahoma Millers' Association report says the condition of wheat left standing is good. Standing wheat represents 70 per cent of sowing, which was 10 per cent greater than a year ago. There is no fear of drouth. The corn acreage will be larger than it was last year.

The Manitoba wheat acreage is officially estimated at 105 per cent, as compared with that of last year. Only 35 per cent had been seeded up to May 5, and as the season there must be shorter than in the American Northwest this seems late to get in the full acreage.

Winter wheat in Nebraska continues to suffer for lack of moisture, and is considerably damaged in a few southern counties, where some wheat fields have been plowed up. Plowing for corn is well advanced, but planting has progressed slowly on account of the dry condition of the soil. Oats continue in very poor condition.

J. W. Arrasmith, State Grain Inspector of Washington, speaking of the wheat outlook in the eastern part of the state, said that the dry weather had seriously affected the growing wheat, but that the recent heavy rainfall in that district had come in time to be greatly beneficial and the situation throughout the wheat belt was decidedly improved.

The Missouri state report is summarized as follows: Corn acreage 102, condition 90; wheat condition 90, same as April 1, against 82, the past five years' average; the Northeast declined 3 and Northwest 9 points; improvements were 4 points in the central division, 3 in the Southwest and 2 in the Southeast; oats acreage 85, condition 79, against 87 last year.

E. A. Burrage, secretary of the Southern Minnesota and South Dakota Grain Dealers' Association, has compiled an estimate of the acreage sown to grain in thirty-six counties in South Dakota, based on reports received from members of the association. He finds that the corn acreage will be 21.7 per cent larger than last year; oats, 8.12 per cent larger, and wheat, 9.3 per cent smaller.

The situation of the small grain crop is not very bright in Texas. In northern and central Texas the crop will exceed that of last year, but will not be equal to that of 1900. In western and northwestern Texas grain is in very poor condition and will not make more than half a crop. When the long drouth of the winter was broken it was thought that the rains would help out, but they only caused the grain to shoot up and did not materially affect the size of the head. Corn is in fine shape and the crop prospects at this time could not be better.

The following report was received by Rumsey & Co. from R. H. Faucett Mill Company, St. Joseph, Mo., under date of May 7: "We have had a splendid rain in this section, which will help out the growing wheat. I will sum up the situation as follows: Wheat in low lands may make a fair crop; on the high land it will run from nearly nothing to a fair half crop. I can say little of oats; this, at best, is not an oats section. Meadows and pastures will be very short—always so when there are no April rains. Corn prospect is the best I have ever seen here at this time of year. Where corn is up there is generally a good stand, with land in perfect condition. The crop is nearly all planted."

Secretary Coburn of the Kansas State Board of Agriculture is quoted as saying that while he has not gathered any detailed report he is satisfied that the recent rain was a great benefit to the wheat and corn. He says: "Some fields were past saving, but plant that had life and a fair degree of vigor was given a new growth, and it will

make a fair crop." This now seems to be the consensus of opinion, although the reports during the latter part of April were very discouraging. The Kansas State Millers' Association, which put out an estimate of 42,000,000 bushels a short time ago, has revised that estimate and now places the condition at 60 per cent of last year, which would give a crop of 54,000,000 bushels. The report says an average of 1½ inches of rain fell all over the state, and that it has been of immense benefit to the crops.

According to reports received by the Van Dusen-Harrington Company of Minneapolis the crop situation in the Northwest, except in that portion of the Red River Valley north of Fargo, is highly satisfactory. The report of the company shows that in central and southern Minnesota, northwestern Iowa and all of South Dakota all crops are in except corn, barley and flax. In the southern districts corn, barley and flax are being put in. Farther north the ground is being prepared, and everywhere, except in the Red River Valley, soil conditions appear to be all that could be desired. As regards changes in acreage in the Northwest, excluding northern Minnesota and North Dakota, it is estimated that there will be a decrease in the wheat acreage as compared with last year of fully 10 per cent, an increase in the flax acreage of about 10 per cent, an increase in corn of about 15 per cent, an increase in oats of about 10 per cent, and a 20 per cent increase in the barley acreage.

The Ohio state crop report, dated May 1, says that wheat has shown no general improvement during the month, and the general result of the month shows the same average condition—74 per cent—as was shown on April 1. The greatest decline in wheat condition during April seems to have occurred in the central northern and northwest counties of the state. Much of the wheat is still weak and thin and does not possess that degree of vitality that should be shown at this time, under more favorable conditions. The area is the smallest for a number of years, but it is not thought that any great reduction in area will be made by reason of plowing up. The condition of winter rye and winter barley shows some better than wheat. The area seeded to oats compares well with the area seeded last year, being about 4,000 acres in excess. Oats, quite generally, were seeded when the ground was in good condition. The plant is up and has a good start; is reported as looking fine and prospects are promising at this time.

A report on crop conditions, issued by the Illinois state board of agriculture on May 12, says that wheat passed through the winter very favorably, only a small percentage of the area seeded being winter-killed. In northern Illinois 5 per cent was winter-killed, in Central Illinois 3 per cent and in the southern division of the state 8 per cent, a state average of 6 per cent, which leaves an area of 1,700,000 acres for harvest. While the May condition of the growing plant, 88 per cent of a seasonable average, is not quite so good as a year ago, should the present favorable conditions continue the prospect is encouraging for a very fair crop. In the northern and central divisions of the state the May 1 condition is 89 per cent of an average, but in Southern Illinois it is but 78 per cent. Of the 31,117,798 bushels of wheat produced in Illinois in 1901 a fraction over 9 per cent, or 2,893,379 bushels, remained in first hands on the 1st of May. This is the largest amount reported unsold since 1894. Not since 1890 has there been so small an amount of corn in producers' hands on May 1 as this year, when but 39,000,000 bushels are reported, only 21 per cent of last year's crop, which was unusually small.

The government report, dated May 12, says: Returns made up to May 1 show the area under cultivation in winter wheat on that date to have been about 27,103,000 acres. This is 4,868,000 acres, or 15.2 per cent, less than the area sown last fall, of the department's estimate of which no modification, except for acreage abandoned, is considered necessary. Of this abandonment Kansas reports 1,835,000 acres, Texas and Tennessee each 270,000 acres; Indiana, 205,000 acres; California, 402,000 acres; Oklahoma, 325,000 acres, and Pennsylvania, Virginia, Kentucky, Nebraska and Washington, each between 100,000 and 200,000 acres. For the area remaining under cultivation the average condition on May 1 was 76.4, against 94.1 on May 1, 1901; 88.9 at the corresponding date in 1900, and 83.2 the mean of the May average of the ten years. The present condition is the lowest May condition, with the exception of the years 1899, 1893 and 1888, since 1885. The average condition of winter rye on May 1 was 83.4, as compared with 85.4 on April 1, 1902; 94.6 on May 1, 1901; 88.5 at the corresponding date in 1900, and 89 the mean of the May averages of the last ten years. The present condition is the lowest May condition since 1893, and the lowest with that exception in twenty years. New York and Pennsylvania, with two-fifths of the total winter rye acreage of the country, report 91 and 83 respectively, the former being three points and the latter seven points below the respective ten-year

averages. Kansas reports 72, or thirteen points below its ten-year average. Of the total amount of spring plowing reported as contemplated it is estimated that 72.3 per cent was actually done up to May 1, against 67 per cent at the corresponding date last year and a ten-year average of 71.1 per cent. In Illinois, Iowa and Missouri the proportion actually plowed up to May 1 was 15, 16 and 18 per cent respectively in excess of the proportion usually plowed by that date, and there is also reported a material but less marked increase over the proportion usually plowed by May 1 in Indiana, Kansas and Nebraska. In the spring wheat states, however, the preparation of the ground for seeding has been seriously delayed by unfavorable weather, North Dakota in particular reporting so late a season as to make a reduction in its spring wheat acreage highly probable.

MORE ABOUT ARBITRATION.

Some weeks ago Secretary Stibbens, of the Grain Dealers' National Association, sent out to the trade a circular letter asking receivers who are members of the National Association if they were willing to submit differences to arbitration. Many favorable replies have been received, from which we are permitted to make the following extracts:

Rumsey, Lightner & Co., Chicago: We are decidedly in favor of settling all disputes and differences in the grain business by arbitration.

W. W. Alder, Lafayette, Ind., am heartily in favor of arbitration and shall do all in my power to further the plan.

Siemers & Chisholm, St. Louis: Regard arbitration as the best means of settling disputes, and think it is far more expeditious and less costly than the legal process.

E. A. Grubbs Grain Co., Greenville, O.: We certainly think suspension and expulsion of country dealers who will not arbitrate a good thing. Their names should be given to all members of the Association.

Harroun Elevator Company, St. Joseph, Mo.: We are glad to say we stand entirely with you in regard to arbitration as a means of settling disputes between shippers and receivers.

Shanks, Phillips & Co., Memphis: We are at any time willing to arbitrate any matter in dispute with a shipper.

W. H. Merritt & Co., Chicago: The people who will not arbitrate and are suspended from the Association should not receive bids, and we will cheerfully cooperate with the Association in any wishes it may have regarding the treatment of these people.

Durant & Elmore, Albany, N. Y.: We believe thoroughly in arbitration.

Kirwan Bros. Grain Company, Baltimore: We would like to be furnished with a list of all country shippers who have been suspended for refusing to arbitrate differences. We will decline to quote them prices or do business with them.

J. H. Wilkes & Co. and Williams Fitz-Hugh Company, Memphis, make a similar statement and request for list.

W. P. Devereux Company, Minneapolis: We will not knowingly have any business transactions with parties who will not agree to submit differences to arbitration. We consider it the only business-like way of handling such matters, and that a man who will not agree to this proposition does not mean to be fair. We have noted the decisions of the Iowa Grain Dealers' Association committee, and consider them very just ones.

Paddock, Hodge Grain Company: You can count on us every time. Kindly notify us from time to time of members that you deem unworthy and we will erase them from our books.

Goemann Grain Company, Chicago: We think any fair-minded dealer should be willing to arbitrate, and if not, he should be made to feel that he cannot do business unless he does.

H. L. Halliday Milling Company, Cairo, Ill.: We are in full sympathy with all moves toward the system of arbitration. An intelligent body of grain men is more competent to adjust differences than the courts, and differences can be settled amicably by arbitration with less expense.

Many others might be quoted, but the repetition would grow monotonous.

GROWTH OF THE SEED BUSINESS.

The development and growth of the seed business was the subject treated in "The Business End of Horticulture," a paper recently read before the Massachusetts Horticultural Society by Patrick O'Mara of New York. According to Mr. O'Mara, the growth of the seed business in this country has been remarkable. One generation has seen the trade develop from comparatively nothing to its present important position, and while Europe still supplies its quota of seeds and bulbs, there is every reason to believe that in the near future we shall not only produce all we need ourselves, but we shall be able to control the markets of the world in seed production.

The millions of catalogs sent out annually by the seed houses are, Mr. O'Mara believes, a source of inspiration to recipients and do much to extend the sphere of influence of the seed trade.

A number of Illinois men have united to reclaim the lands of the old Splunge Creek reservoir, near Clay City, Ind., and plant it to broom corn.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, May 10, 1902, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	383,000	39,000	84,000	22,000	
Boston	377,000	27,000	1,000		
Buffalo	614,000	135,000	132,000	149,000	349,000
do. afloat					
Chicago	5,461,000	3,819,000	757,000	608,000	11,000
do. afloat					
Detroit	112,000	15,000		21,000	
Duluth	9,962,000	43,000	7,000	91,000	105,000
do. afloat					
Fort William	2,823,000				
do. afloat					
Galveston	65,000				
do. afloat					
Indianapolis	101,000	74,000	36,000	1,000	
Kansas City	978,000	49,000	75,000		
Milwaukee	332,000	9,000	71,000	24,000	97,000
do. afloat					
Minneapolis	9,327,000	7,000	86,000	2,000	3,000
Montreal	280,000	5,000	365,000	26,000	19,000
New Orleans	446,000	32,000			
do. afloat					
New York	1,509,000	269,000	358,000	72,000	203,000
do. afloat					
Peoria	65,000	27,000	129,000	30,000	
Philadelphia	256,000	5,000	40,000		
Pt. Arthur, Ont.	205,000				
do. afloat					
St. Louis	146,000	118,000	75,000	43,000	2,000
do. afloat					
Toledo	117,000	38,000	226,000	237,000	91,000
do. afloat					
Toronto	60,000	13,000			4,000
On Canals	332,000	69,000	137,000		20,000
On Lakes	1,280,000	699,000	334,000	152,000	
On Miss. River	39,000				
Grand Total	35,302,000	5,667,000	2,917,000	1,346,000	813,000
Corresponding date 1901	45,761,000	17,338,000	11,449,000	963,000	719,000
Weekly Inc.					
Weekly Dec.	3,026,000	576,000	13,000	265,000	120,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending May 10, as compared with same weeks last year, have been as follows:

Articles.	For week ending May 10, 1902.	For week ending May 11, 1901.	For week ending May 3, 1902.	For week ending May 4, 1901.
Wheat, bushels	2,925,000	3,014,000	3,063,000	2,666,000
Corn, bushels	53,000	2,813,000	104,000	1,826,000
Oats, bushels	70,000	1,754,000	81,000	1,504,000
Rye, bushels	91,000	5,000	78,000	42,000
Barley, bushels		85,000	14,000	36,000
Flour, barrels	270,000	289,800	352,000	327,200

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending May 12 has been as follows:

April.	NO. 2 R.W. WHT.		NO. 2 SP. WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 1 N.W. FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	79	80 1/2	72	73	61 1/2	61 1/2	42 1/2	42 1/2			176	176
13												
14	79	80 1/2	72	73	61 1/2	61 1/2	42 1/2	42 1/2			176	176
15	80	81 1/2	73	74	62 1/2	62 1/2	43 1/2	43 1/2			177	177
16	81	82 1/2	74	75	63 1/2	63 1/2	44 1/2	44 1/2				
17	81 1/2	83	74 1/2	75 1/2	63 1/2	63 1/2	44 1/2	44 1/2	59	59		
18	81 1/2	83	74 1/2	75 1/2	63 1/2	63 1/2	44 1/2	44 1/2	59	59	180	180
19	81 1/2	83	74 1/2	75 1/2	63 1/2	63 1/2	44 1/2	44 1/2	59	59		
20	83 1/2	84 1/2	74 1/2	75 1/2	61 1/2	61 1/2	43 1/2	43 1/2	58 1/2	59	179	179
21	83 1/2	84 1/2	74 1/2	75 1/2	61 1/2	61 1/2	43 1/2	43 1/2	58 1/2	59		
22	82 1/2	83 1/2	73 1/2	74 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
23	83 1/2	84 1/2	74 1/2	75 1/2	61 1/2	61 1/2	43 1/2	43 1/2	58 1/2	59	179	179
24	83 1/2	84 1/2	74 1/2	75 1/2	61 1/2	61 1/2	43 1/2	43 1/2	58 1/2	59		
25	82 1/2	83 1/2	73 1/2	74 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
26	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
27	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
28	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
29	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
30	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
31	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
May												
1	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2	58 1/2	59		
2	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
3	83 1/2	84 1/2	74 1/2	75 1/2	62 1/2	62 1/2	43 1/2	43 1/2				
4												
5	82	83	73 1/2	74 1/2	59 1/2	59 1/2	42	42				
6												
7	81 1/2	82 1/2	73 1/2	74 1/2	59 1/2	59 1/2	41 1/2	41 1/2	58 1/2	59		
8	80 1/2	81 1/2	73 1/2	74 1/2	59 1/2	59 1/2	41 1/2	41 1/2				
9	81 1/2	82 1/2	73 1/2	74 1/2	59 1/2	59 1/2	41 1/2	41 1/2				
10	81 1/2	82 1/2	73 1/2	74 1/2	59 1/2	59 1/2	41 1/2	41 1/2				
11												
12	83	84 1/2	74 1/2	75 1/2	61 1/2	61 1/2	44 1/2	44 1/2	59 1/2	60		

During the week ending April 18, Prime Contract Timothy Seed sold at \$6.80@6.90 per cental; Prime Contract Clover Seed at \$7.90; Hungarian at \$1.75@2.00; German Millet at \$1.25@2.00; buckwheat at \$1.30@1.55 per 100 pounds.

During the week ending April 25, Prime Contract Timothy Seed sold at \$6.85@7.00; Prime Contract Clover Seed at \$8.00@8.35; Hungarian at \$1.75@2.00; German Millet at \$1.25@2.25; buckwheat at \$1.40@1.55 per 100 pounds.

During the week ending May 2, Prime Contract Timothy Seed sold at \$7.00@7.25; Prime Contract

Clover Seed at \$8.35; Hungarian at \$1.85@2.05; German Millet at \$1.50@2.25; buckwheat at \$1.40@1.55 per 100 pounds.

During the week ending May 9, Prime Contract Timothy Seed sold at \$6.80@7.35 per cental; Prime Contract Clover Seed at \$8.35; Hungarian at \$1.85@2.05; German Millet at \$1.50@2.25; buckwheat at \$1.40@1.55 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of April, 1902:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	1,100,023	1,089,143	1,240,675	908,046
Corn, bushels	290,042	2,585,365	274,404	2,221,032
Oats, bushels	185,397	1,718,271	816	1,072,490
Barley, bushels		2,127		
Rye, bushels	94,954	49,495	34,086	17,142
Timothy Seed, bushels	1,568	829		
Clover Seed, bushels	4,204	1,562		
Hay, tons	5,181	4,242	2,164	1,873
Flour, bbls.	303,416	317,088	202,558	280,222

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	931,220	1,674,810	1,551,770	2,253,177
Corn, bushels	94,027	867,876	282,506	1,014,800
Oats, bushels	442,598	837,536	5,667	440,791
Barley, bushels	4,832			
Rye, bushels		16,488		17,143
Flax Seed, bushels				
Hay, tons	20,530	10,430	64,515	39,581
Flour, barrels	127,666	188,112	31,397	93,656

BUFFALO—Reported by T. Howard Mason, secretary of the Merchants' Exchange:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	8,056,366			
Corn, bushels	1,598,547			
Oats, bushels	1,814,600			
Barley, bushels	707,680			
Rye, bushels	488,000			
Timothy Seed, lb.				
Grass Seed, lb.				
Flaxseed, bushels				
Hay, tons				
Flour, barrels	684,600			

CHICAGO—Reported by George F. Stone, secretary of the Chicago Board of Trade:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	1,365,675	3,008,026	2,970,587	3,688,643
Corn, bushels	2,012,865	3,992,352	3,036,007	5,900,149
Oats, bushels	4,351,386	7,296,882	4,081,628	9,969,775
Barley, bushels	674,450	534,028	135,525	137,368
Rye, bushels	87,400	191,300	316,419	184,099
Timothy Seed, lb.	1,629,397	1,501,000	4,261,243	6,074,964
Clover Seed, lb.	342,069	683,317	686,639	1,133,011
Other Grass Seed, lb.	1,020,705	1,847,672	751,614	691,991
Flaxseed, bushels	146,669	356,353	141,166	84,625
Broom Corn, lb.	2,182,980	1,324,870	1,067,285	1,698,359
Hay, tons	17,985	12,369	3,482	636
Flour, barrels	667,108	845,190	564,955	727,771

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	93,956	44,276	83,519	23,937
Corn, bushels	456,192	454,489	210,587	142,184
Oats, bushels	893,182	397,350	111,215	256,553
Barley, bushels	54,579	58,834	598	3,410
Rye, bushels	64,572	29,876	14,827	24,844
Timothy Seed, bags	2,408	2,800	5,612	2,789
Clover Seed, bags	5,113	2,978	7,477	4,176
Other Grass Seeds, bags	5,354	4,989	10,221	7,118
Hay, tons	20,656	7,049	13,211	3,511
Flour, barrels	159,173	239,105	116,069	204,833

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	181,539	128,467	78,205	103,204
Corn, bushels	280,416	612,630	386,903	557,028
Oats, bushels	538,058	861,661	262,339	460,364
Barley, bushels	6,268	42,300		9,812
Rye, bushels				7,304
Flaxseed, bushels				
Hay, tons	4,469	3,822	108	283
Flour, barrels	57,280	42,500	11,790	18,800

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1902.	1901.	1902.	1901.
Wheat, bushels	59,409	102,763	76,379	137,822
Corn, bushels	99,820	169,123	40,338	146,348
Oats, bushels	199,519	205,524	3,350	1,494
Barley, bushels	53,957	104,827	5,808	13,582
Rye, bushels	25,171	30,130	32,722	39,291
Hay, tons				
Flour, barrels	25,200	22,000	12,800	19,400

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

ELEVATOR

GRAIN NEWS

ILLINOIS.

Daly Bros. have purchased Van Vleck & Son's elevator at Philo, Ill.

Bear & Hadden are rebuilding their elevator at Penfield, Ill.

George D. Bates of Amboy, Ill., is reported to have sold his elevator.

R. T. Mills has installed a gasoline engine in his elevator at Fisher, Ill.

Lloyd & Wright have purchased the Suttle & Wiswell elevator at Beason, Ill.

The Farmers' Elevator Company is figuring on erecting an elevator at Slater, Ill.

The R. P. Moore Milling Co. has begun the erection of a grain elevator at Patoka, Ill.

W. A. Rosenberger, grain dealer at Papineau, Ill., has filed a petition in bankruptcy.

Lamoreaux & Foreman have installed hopper scales in their elevator at Thawville, Ill.

Geo. D. Montelius & Co. of Piper City, Ill., will build an addition to their Elevator No. 1.

The Nanson Commission Company of St. Louis are completing an elevator at Rock City, Ill.

Kohl & Eden of Danforth, Ill., have disposed of their elevator to C. F. Walter of Wolcott, Ind.

Work has been begun on an elevator at Chesterville, Ill., to take the place of one that burned.

The Galva Grain Company, Galva, Ill., has increased its capital stock from \$10,000 to \$15,000.

A. K. Marselus continues the grain business of the late firm of Maus & Marselus at Meriden, Ill.

Robert B. Andrews has sold his elevator at Washington, Ill., and purchased another at Macon.

The Thebes Milling Company has been incorporated to do a milling and grain business at Thebes, Ill.

Bernet, Craft & Zenk of Troy, Ill., recently incorporated as the B., C. & Z. Grain & Elevator Company.

O. P. Carroll has installed a 12-horsepower Fairbanks-Morse Gasoline Engine in his elevator at Putnam, Ill.

Thos. Barton of Jamaica and George Gibson of Fairmount contemplate the erection of an elevator at Georgetown, Ill.

The Turner-Hudnut Company of Pekin, Ill., are erecting a 15,000-bushel elevator on the Illinois River at Spring Bay.

Leroy, Ill., has three elevators now, but the erection of a fourth one of 100,000 bushels' capacity is said to be contemplated.

O. J. Roberts is furnishing his elevator at Roberts, Ill., with supplies recently secured from the Marseilles Manufacturing Company.

J. C. Diffenderfer has torn down the old Smith Elevator, which he recently purchased at Lawn-dale, Ill., and will erect a new one.

Moberly Bros. of Windsor have started work on their new elevator at Mt. Auburn, Ill. P. F. Moberly will reside in the latter place.

J. N. Shuler has sold his elevator at Wedron, Ill., to Dunaway, Ruckrigel & Co. of Ottawa. Clarence Shuler will remain as manager.

The Atlas Elevator Company of Chicago will build an elevator at Mendota, Ill., near the old Blanchard Mill, which it has purchased.

The old Jennings Elevator at Gays, Ill., has been torn down to make way for a new one to be erected for the Cleveland Grain Company.

The new elevator of the Morris Grain Company, Morris, Ill., is equipped with new and modern machinery, including the Hall Grain Distributor.

The Borden & Selleck Co., Chicago, report the sale of Howe Wagon and Hopper Scales to John Walsh of Rantoul and J. J. Sennett of Leeds, Ill.

Wm. Ernst of Carleek, Ill., has placed his order with the B. S. Constant Company of Bloomington for machinery to make some improvements in his elevator.

The Marseilles Manufacturing Company has received an order from Munday-Settemire Company for the entire outfit of machinery necessary to equip the elevator which is to be built at Dorsey, Ill. Their specifications include an order for a

15-horsepower Model Gasoline Engine, for which the Marseilles Manufacturing Company is the general western sales agent.

Parsons & Edwards, Philo, Ill., have a new brick engine house at their elevator, 12x14 feet, which will contain a new 18-horsepower gasoline engine.

The Marseilles Manufacturing Company has the contract for supplying all machinery for the new elevator to be erected by E. S. Herron & Bro. at Stockland, Ill.

Roberts, Moschel & Mosiman of Morton, Ill., will tear down their old elevator at Goodfield, Ill., and replace it with a modern house of about 50,000 bushels capacity.

The St. Jacob Grain Co., St. Jacob, Ill., has been incorporated with a capital of \$2,500. The incorporators named are G. W. Hoffman, L. W. Adler and L. A. Valler.

The Farmers' Elevator Company at Delavan has incorporated with a capital stock of \$8,000. The incorporators are Harry C. Meeker, S. M. Douley and George E. Allen.

A complete outfit of machinery and supplies has been ordered from the Marseilles Manufacturing Company by Frank Hall & Co. for their new elevator at Wyoming, Ill.

The Turner-Hudnut Company of Pekin has launched a new grain barge on the Illinois River. It is 120x24 feet and is said to be exceptionally strong and well equipped.

The Marseilles Manufacturing Company reports having recently received a large order from S. M. Postlewait for elevator machinery and supplies for his elevator at Rossville, Ill.

D. A. Henneby has purchased N. J. Comerford's interest in the Minooka Grain Company at Minooka, Ill., and is now sole owner of the plant. He also deals in coal, tile and building stone.

The Lincoln Grain Company of Lincoln, Ill., has incorporated with a capital stock of \$25,000, to deal in grain, cereals and produce. The incorporators are John H. Miller, Clarence W. Day and Paul Brown.

The Mount Pulaski Grain Co., Mt. Pulaski, Ill., has been incorporated with a capital stock of \$30,000 to deal in grain, coal and lumber. The incorporators are John W. Lincoln, Andrew Eisiminger and Geo. H. Hubbard.

Henley Eversole has sold his elevator at Broadlands, Ill., to Harry Allen of Allerton. Mr. Eversole has done well in the grain business, but for the present at least he will confine his attention to the implement and furniture trade.

It is reported that E. P. Mueller of Chicago and the National Corn Products Company of Milwaukee have leased the feed house of the glucose plant at Waukegan, Ill., and will ship from Milwaukee 15 carloads of wet-grain a day to be dried.

Last month J. E. Hawthorne of Cooksville, Ill., sold his 70,000-bushel elevator and other interests to W. M. Holmes of that place. The latter has since sold the property to A. B. Means of Anchor, who will take possession of it about June 1.

G. W. Maddin of Thawville, Ill., recently equipped his new elevator at that place with an 8-inch, 10-dual Hall Distributor, furnished by B. S. Constant Company of Bloomington. A car puller is also among the improvements found at this house.

The C., M. & St. P. Ry. is building a 120,000-bushel elevator at Kirkland, Ill. The house has been leased by John MacQueen and will be used largely in handling grain for feeding sheep at his "recuperating farm." The motive power will be a 28-horsepower gasoline engine.

E. D. Risser has placed an order with the Marseilles Manufacturing Company for a complete equipment of elevator machinery and supplies, to be used in his new building at Ludlow, Ill. He has torn down his old corn cribs there. He is also building a 40,000-bushel elevator at Rantoul.

L. E. Nelson of Gilman, Ill., contractor for the B. S. Constant Co. of Bloomington, is making some valuable improvements for Lamoreau & Foreman in their elevator at Thawville, installing the Hall Distributor and overflow spout and renewing the Grain Feeder with the B. S. C. Conveying Chain, which the B. S. Constant Company now have on the market.

The two large steel grain elevators, each of one million bushels' capacity, being erected by the McDonald Engineering Co. on the Calumet River, Chicago, are rapidly nearing completion. It is expected that grain will be received in the Ironclad Elevator "A" the early part of next month. The Rialto Elevator at One Hundred and Fourth street is already inclosed and the power plant ready for

operation. The machinery is now receiving the finishing touches, and the outside is being painted.

The Pratt-Baxter Grain Company, Taylorville, Ill., is equipping its new elevator at Clarksdale with machinery and supplies purchased from the Marseilles Manufacturing Company. They will use a 12-horsepower Model Gasoline Engine, for which the Marseilles Manufacturing Company is general western sales agent.

The McDonald Grain Company of Green Valley was recently incorporated, the incorporators being J. S. McDonald of Green Valley, Ill., and Roberts, Moschel & Mosiman of Morton, Ill. The McDonald Grain Company will operate the C. & A. Elevator at Green Valley and has also leased for a term of years the Barker Elevator on the Illinois Central at the same place.

The Marseilles Manufacturing Company report having recently furnished their New Process Warehouse Shellers and Cleaners to the following Illinois dealers: Munday-Settemire Company, Dorsey; Pratt-Baxter Grain Company, Taylorville; E. D. Risser, Ludlow; A. L. Stanfield, Edgar; E. R. Ulrich & Sons, Springfield; O. L. Gray, Watseka; Ari Cuppy, Humboldt; E. S. Herron & Bro., Milford.

CENTRAL.

Drum Bros. & Co. have a new elevator at Curryville, Ind.

Josiah Wolf has sold out his grain business at Lindsay, O.

Henry Detjen is building a grain elevator at Moulton, O.

Henry Booth is building a grain elevator at Kempton, Ind.

C. H. Weaver of Cecil, Ohio, will erect a grain elevator at Jewell.

J. E. Swain continues the grain business of Swain Bros. at Medina, O.

An elevator is being erected at Deerfield, Mich., by W. F. Weisinger.

Brown Brothers have sold out their grain and feed business at Newark, Ohio.

Stultz & Harmon are reported to have sold their grain business at Monroe, Ind.

The grain firm of Hammel & Hepker at Montpelier, O., has been dissolved.

The Frankfort Grain Company has purchased J. A. Bridge's elevator at Sedalia, Ind.

A. Herr has sold out his grain business at Mingo, O., to a Mr. Chamberlain of North Lewisburg.

Parties are said to be figuring on the erection of a large modern elevator at Bowling Green, Ohio.

A. H. May Implement Co., New Bremen, O., has purchased the Jay Elevator, and will also deal in grain.

The Pioneer Cereal Co. are building an elevator in connection with their oatmeal mill at Canal Fulton, O.

Eli Short has purchased the interest of W. H. Saunders in the firm that is erecting an elevator at Elmira, O.

Phil Reising & Son have succeeded to the grain and live stock business of Brown & Reising at Poseyville, Ind.

D. E. Maxwell, Kirby, O., is erecting an elevator, the machinery for same being purchased of Philip Smith, Sidney, O.

At Woodland, Mich., the elevator owned by L. Faul will be repaired and an improved Hall Distributor installed.

I. F. Beard & Co. have purchased the Shearer Elevator at Huntington, Ind. They also handle seeds and live stock.

The elevator which was burned at Oak Grove, Mich., a few weeks ago, is being rebuilt by the Ann Arbor Milling Company.

Daniel Maxwell is erecting an elevator at Kirby, Ohio. It will be 32x43 feet and be operated by a 15-horsepower gasoline engine.

Ireton Bros. & Eikenberry of Tipton, O., are making extensive improvements, Philip Smith of Sidney, O., furnishing the machinery.

The Beayer Dam Elevator Co., Beaver Dam, O., have their elevator under construction. Machinery was furnished by Philip Smith, Sidney, O.

G. O. and J. L. Cruikshank of Prairie Depot, Ohio, have bought the site of the flour mills and elevator at McComb, the buildings of which burned the first of the year, and will erect a 30,000-bushel grain elevator. The elevator will be built at once, and ready to handle the grain of this year's crop.

This gives McComb two splendid elevators. The firm has three elevators in Wood County.

The Northwestern Elevator & Mill Co. of Toledo, O., will increase its storage capacity by the erection of two steel tanks with a capacity of 50,000 bushels each.

A. D. Toner of Kewanna, Ind., has ordered from the Nordyke & Marmon Company of Indianapolis a large outfit of machinery for his grain elevator.

S. J. Rudy of Covington, O., will replace his burned elevator with a new one 40 feet square and four stories high. It will have a switch from the C., H. & D.

Watson & Frost, Grand Rapids, Mich., have begun the erection of an elevator which will cost about \$30,000. It takes the place of their plant which burned last winter.

Philip Smith, manufacturer of elevator machinery, Sidney, O., has the contract for the machinery for the Maplewood Elevator Company's elevator at Maplewood, O.

Parties are trying to secure the cooperation of the business men of Cygnet, O., in completing the elevator at that place which has been standing unfinished for several months.

McGeorge Bros. have succeeded to the grain business of Harnden & Reeves and Frutchey & Co. at Brown City, Mich. At Cass City, Frutchey & Sons have succeeded Frutchey, McGeorge & Co.

Early & Daniels of Cincinnati, O., have secured a large contract for supplying hay, oats, straw and bran to be used by the Seventh Cavalry, which has just gone into camp at Chickamauga Park.

G. T. Burrell & Co., Chicago, have the contract for building an elevator at Logansport, Ind., for John F. Johnson & Co. The main building will be 36x48 feet and 66 feet to the highest point.

Hosler & Berger of Findlay, O., are erecting an elevator at that place, on the L. E. & W. track. The boiler and engine, as well as elevator machinery proper, were furnished by Philip Smith, Sidney, O.

The Barnett & Record Company of Minneapolis has the contract for erecting a 600,000-bushel elevator at Terre Haute, which will be operated by Bartlett, Kuhn & Co., under a lease. It will be located near Elevator A.

H. H. Roose & Co. of Payne, O., have bought machinery of Philip Smith, Sidney, O., for their elevators at Payne, Ohio, and Edgerton, Ind. With these improvements completed their elevators will be among the best equipped in the country.

The Carroll Elevator Co. of Toledo, O., has been incorporated with a capital of \$15,000. The incorporators are E. L. Carroll, James Hodge, A. W. Bunce, A. L. Mills and Charles McHenry. They will operate a number of elevators in Indiana.

The Reliance Manufacturing Company, Indianapolis, are the contractors for the erection of an elevator at Santa Fe, Ind., for J. A. Neal & Co. The equipment includes the Constant Patent Chain Grain Feeder.

L. H. Cogswell has sold the elevator business at Green Oak to J. D. McLauren & Co. of Plymouth, Mich. Mr. Cogswell has been in business at Green Oak since 1872. The McLauren Company have elevators at Plymouth, Novi, South Lyon and Green Oak.

WESTERN.

It is reported that a Vancouver firm will buy for the British government, for export to South Africa, before June 10, 4,000 tons of oats in the state of Washington.

George P. Wright has been succeeded by John W. Arrasmith as state grain inspector of Washington. He has appointed Edward L. Perkins of Spokane as chief deputy grain inspector at that city.

The State Board of Control of Washington has made an apportionment of 95 per cent of the total amount of penitentiary-made grain sacks called for by each applicant. This means that in order to fill all orders with this apportionment, 1,300,000 sacks will have to be manufactured.

W. H. Babcock of Eureka, Wash., sold in the latter part of April 150,000 bushels of wheat for immediate shipment to Tacoma, Seattle and Portland. This is the largest single sale of the season and is especially noticeable as it came at a time when there was almost no wheat moving.

Portland, Ore., has two new grain bag factories, and, according to the statement of one of the manufacturers, that city will this year supply 30,000,000 bags to the grain growers and handlers of Washington, Oregon and Idaho. He looks for a plentiful supply at lower prices. Most of the bur-

lap used in making these bags comes from Calcutta, India.

C. A. Cochran & Son, lately of Moscow, Idaho, will erect a two-story brick building at Redding, Cal., which they will use for a feed mill and grain and feed store.

The Farmers' Grain Company, Ltd., has been incorporated at Lewiston, Idaho, with a capital stock of \$50,000, to construct and operate a tramway from Nez Perce prairie to a point on Clearwater River, in Idaho County.

Tacoma's wheat receipts for the grain season, covering eight months from September 1 to May 1, aggregate 12,372,280 bushels; for the same period in the previous season, 8,574,000 bushels; increase, 3,798,280 bushels. The wheat shipments from Tacoma during every month of the season have far surpassed the record of the corresponding month of last year, and the month of May, 1902, will undoubtedly show a greater gain than any of the earlier months.

EASTERN.

Brit Hart has a new elevator at Washington, Pa.

J. A. Hamilton, Palmer, Mass., has sold his grain store to A. D. Thomas.

A. S. Pettit will erect a grain elevator at Fair Ground, Suffolk Co., N. Y.

W. N. Potter of Greenfield has opened a grain and feed store at Hadley, Mass.

Jeffs & Speirs have succeeded H. Jeffs in the grain business at Jefferson, Mass.

A. D. Thomas has purchased the grain business of J. A. Hamilton at Palmer, Mass.

Bosworth & Wood contemplate the erection of a grain storehouse at Leominster, Mass.

H. P. Howland & Son have again opened a grain store in the Howland block, Spencer, Mass.

The James E. Fuller Co. of Augusta, Me., has incorporated as the Fuller Grocery & Grain Co.

Edward C. Paull is building an addition to his grain warehouse at Weir Village, Mass., 25x120 feet.

The grain store of T. Elmer Gould at West Brookfield, Mass., is to be sold at public auction on May 20.

The T. A. Jennings Company has succeeded T. A. Jennings & Co., wholesale grain dealers, at Lynchburg, Va.

The Durant & Elmore Company, Albany, N. Y., has been incorporated with a capital of \$75,000, to deal in grain and cereals.

Alfred S. Ives and Albert H. Ham have opened a wholesale and retail grain and hay business at 14 Endicott street, Salem, Mass.

The office of the Clyde Grain & Produce Co., Clyde, N. Y., was burglarized one night last month, but little of value was secured.

A. T. Butler, grain and feed dealer at Adams, Mass., has purchased land on which he will probably erect a coal shed and grain elevator.

S. N. Swartout, Auburn, N. Y., has become a partner in the grain firm of Cady & Thorne, which will hereafter be known as Cady, Thorne & Co.

The Collinsville Grain Co., Collinsville, Conn., has been incorporated with a capital of \$8,000, fully paid. S. E. Brown is president and E. D. Tromble, secretary.

E. O. Parker has sold his grain business at Middleboro, Mass., to Charles Parker Washburn of Boston, who, it is reported, will erect a grist mill and elevator.

Two improved Hall Grain Distributors are included in the machinery outfit which The Wolf Company is furnishing to the Gallego Mills of Warner, Moore & Co. at Richmond, Va.

Potter Bros. have added to their line of grain stores by purchasing the business of Eugene M. Elmer of Buckland, Mass. Mr. Elmer will continue in charge of the business for the new firm.

SOUTHERN.

G. C. Stokes has discontinued his grain business at Dallas, Texas.

J. T. Freeman will erect an elevator on the Southern Railway at Burgin, Ky.

Turner Turnball has opened a feed store and livery stable at Caney, Texas.

Greer & McDowell are closing out their grain business at McKinney, Texas.

Hendricks, Doneghey & Hill's new elevator at Trenton, Texas, will be equipped with the Constant Patent Chain Grain Feeder in connection with the dump sink. R. C. Stone, agent for Barnard & Leas

Mfg. Co. at Springfield, Mo., has the contract for the elevator plant.

The Jonesboro Roller Mill Co. will erect a 50,000-bushel elevator at Jonesboro, Ark.

The Hobart Mill & Elevator Co. of Hobart, Okla., has been incorporated with a capital stock of \$25,000.

The grain business of P. B. Cooper at Gar, Ky., will hereafter be conducted by P. B. Cooper & Sons.

The Oklahoma City Mill & Elevator Co. of Oklahoma City, Okla., has increased its capital stock from \$40,000 to \$100,000.

H. H. Kline is furnishing his new elevator at Hitchcock, Okla., with the Marseilles Mfg. Co.'s machinery and supplies.

At Ballinger, Texas, the feed business of F. P. Abney and the grocery business of John Hoffer have been consolidated under the firm name of Hoffer & Abney.

R. U. Kevil & Sons are building a grain elevator in connection with their flour mill at Princeton, Ky. It is 30x60 feet, 50 feet high, and has a capacity of 52,000 bushels.

The Kansas City branch of the Marseilles Mfg. Co. has supplied machinery outfits to the Davis-Vilott Grain Co. of Tyner, Okla., and Duncan Bros. of Braman, Okla.

A charter has been issued the Southern Elevator Company of Oklahoma City, Okla., with \$25,000 capital stock, to operate elevators along the route of the Choctaw Railroad in the counties of Blaine, Woods, Custer, Washita, Roger Mills and Greer. The incorporators are W. M. Grant, Buran House and Major Moberly.

W. S. Dexter of South Omaha, Neb., has been engaged as manager of the Rosenbaum Elevator now being erected at El Paso, Texas. A feed mill will be a part of the equipment and a wholesale business in grain and feed will be carried on over a wide section of the Southwest, extending into Mexico when any demand occurs from that quarter.

A. Waller & Co. of Henderson, Ky., are building an elevator on the river bank at Enterprise. In looking up the title to the land on which the elevator is located it was discovered that it was once the property of the Roosevelt family of New York, of which President Roosevelt is a member, and that in selling same they reserved the mineral rights.

WISCONSIN AND MINNESOTA.

John James will build an elevator at Reading, Minn.

McGlin Bros. are building a grain elevator at Kinbrae, Minn.

An addition is being built to the elevator at New Richmond, Wis.

C. W. Gillman contemplates erecting an elevator at Storden, Minn.

The Kansas City Elevator at Stanton, Minn., has been closed for the season.

It is reported that W. W. Fletcher of Pipestone will build an elevator at Cazenovia, Minn.

O'Brien & Campbell have purchased the Sheffield Milling Company's elevator at Dundas, Minn.

The W. D. Parker Elevator at Woodstock, Minn., has arrayed itself in a new coat of bright red paint.

The Way-Johnson-Lee Elevator Company of Minneapolis will erect an elevator at Goodell, Minn.

The Milwaukee Elevator Company have improved their elevator at Cedarburg, Wis., by erecting a wagon shed.

The Farmers' Elevator Company, Carson, Minn., expect to erect an elevator there before the new crop moves.

An elevator is being completed at Ashby, Minn., on the site of the Northwestern Elevator, burned last winter.

A brick granary is being constructed under the direction of Colonel Pond at Fort Snelling, near Minneapolis.

The Sheffield Milling Company of Faribault has purchased the E. M. Walbridge elevator at Randolph, Minn.

An improved Hall Grain Distributor will be installed in the elevator of Thomas Griffin at Vesta, Minn.

The grain business of Frank Newton at Sullivan, Wis., is reported as having been closed under a chattel mortgage.

The Farmers' Elevator Company, Cannon Falls, Minn., has been incorporated with a capital stock of \$15,000. The directors are John Wickey, F. I. Johnson, Charles Edstrom, J. F. Meline, N. C. Matt-

son and John Bihner of Cannon Falls, and J. O. Odman of White Rock.

The Peterson Grain Co. of Sacred Heart, Ren-ville County, Minn., has been incorporated with a capital stock of \$50,000.

The Northwestern Grain Company has built an engine and boiler room in connection with its elevator at Janesville, Wis.

The Revere Elevator Company, Revere, Minn., are building a new brick office and engine room in connection with their elevator.

The American Malting Company have torn down their elevator at Keegan, Minn. They expect to enlarge their elevator at Lakey.

It is reported that John Mallaney of Chicago will erect a 20,000-bushel elevator at Clear Lake, Minn., to be completed by July 1, 1902.

A farmers' elevator company has been organized at Bloomer, Wis., and the capital stock fixed at \$10,000. F. E. Andrews is secretary.

The grain men of the Milwaukee Chamber of Commerce are talking of organizing a stock company to build a large grain elevator there.

The Farmers' & Merchants' Elevator Company, Limited, has been incorporated at Stephen, Marshall Co., Minn., with a capital stock of \$10,000.

Butcher & Co. of Minneapolis have begun the erection of a brick working house and later will add fireproof storage bins for 200,000 bushels.

Peter Beck & Son are building an elevator at Lake City, Minn., that will be a model house in every way. They lost their former elevator by fire.

The Tredway Elevator Company are trying to interest the business men of Glencoe, Minn., in a plan for building a cooperative flour mill at that place.

J. L. Ross Company, wholesale grain dealers of West Superior, Wis., have been succeeded by Wilbur Ross, who will continue the business under the same style.

The Farmers' Mercantile & Elevator Company of West Concord, Minn., have closed a successful year and will make some improvements on their plant this summer.

The Sheffield Milling Company are erecting an office and engine room in connection with their elevator at Madison Lake, Minn. They have a new engine there ready to be installed.

The Benson Grain Company of Heron Lake, Minn., has been incorporated with a capital stock of \$100,000. The incorporators are J. W. Benson, F. S. Kingsbury and V. E. Butler, Heron Lake, and Fanny Southworth, Minneapolis.

Hubbard & Palmer of Mankato have let a contract for the erection of a large grain cleaning elevator at Kasota, Minn., to the W. S. Cleveland Elevator Building Company. It will be 76x120 feet and about 140 feet high. Steam power will be used.

The Caledonia Stock & Grain Company, Caledonia, Minn., has been incorporated, with a capital stock of \$20,000, by a number of farmers of that vicinity. The company has contracted with Younglove & Boggess Company for erecting a 30,000-bushel elevator.

Judge McGee of Minneapolis ordered the creditors of the defunct St. Paul & Kansas City Grain Company to appear at a special term of the District Court, May 10, 1902, to produce warehouse receipts held by them and establish their rights thereunder to grain now in the receivers' hands. All other creditors were also notified to appear and show cause why the holders of the warehouse certificates should not be allowed preference over them.

THE DAKOTAS.

The National Elevator Co. is building a warehouse at Christine, N. D.

An elevator will be built at Spiritwood, N. D., by the farmers of that vicinity.

The new Farmers' Elevator at Baltic, S. D., will be 30x30 feet and 45 feet high.

The National Elevator Co. has built a 30,000-bushel elevator at Crystal, N. D.

An elevator will be built at Minot, N. D., by Osborn & McMillan of Minneapolis.

Lockwood & Co. of Rugby, N. D., have sold their elevator to the Imperial Elevator Co.

P. J. Van Hemert and F. E. Van Zee have formed a partnership to buy grain at Platte, S. D.

Thomas Strandness of Bristol, S. D., has added to his line of grain houses by the purchase of a grain elevator at Bradley. This gives him elevators

at Bradley, Lily, Butler and Bristol, and one at Putney, in Brown County.

Hart & Manson are preparing to erect an elevator of 24,000 bushels' capacity at Egan, S. D.

The Farmers' Elevator Co. have secured a site for their new 20,000-bushel elevator at Hartford, S. D.

J. H. Dickson has contracted for the erection of an elevator at Lesterville, S. D., to replace one recently burned.

Andrews & Gage of Minneapolis will build an elevator at Lisbon, N. D., near the site of one destroyed by fire.

C. E. Hayward has sold his elevator at Garden City, S. D., to the Lake Preston Milling Company, giving them now a line of six elevators.

The Duluth Elevator Co. has built a new office and engine house at Crary, N. D., and installed a gasoline engine. M. D. Kavanaugh is the local agent.

The Powers Elevator Company of Minneapolis will build a 15,000-bushel elevator at Eldridge, N. D., this summer. They will also build an elevator at Melville.

It is announced that the Imperial Elevator Co. of Minneapolis will erect about ten elevators in North Dakota this summer along the Great Northern Railway. They will be of about 40,000 bushels' capacity each.

The Dell Rapids Elevator Company, Dell Rapids, S. D., have purchased an outfit of Howe Scales from the Borden & Selleck Company, Chicago. A 6-inch, 12-duct Hall Distributor is also included in the equipment for this house.

The Dell Rapids Elevator Company has received from the Marseilles Mfg. Co. one of the latter's celebrated New Process Warehouse Shellers and Cleaners to be used in their new elevator at Dell Rapids, S. D. The Younglove & Boggess Co. are the contractors for this building, which replaces one destroyed by fire last winter.

MISSOURI, KANSAS AND NEBRASKA.

The Morganville Mill & Elevator Co. has been incorporated at Morganville, Kan.

H. J. Rolfe & Co. will make repairs in their grain elevator at Gretna, Neb., this spring.

The grain and feed firm of Kicksin & Comb at Lamar, Mo., has been succeeded by O. P. Comb.

H. O. Barber has sold his grain elevator at Hampton, Neb., to the Wells-Hord Grain Co. of Fremont.

G. W. Warner of Pickrell, Neb., has just added a new Howe Hopper Scale to his elevator equipment.

Kansas farmers are agitating the building of cooperative elevators at Simpson, Mayfield and Argonia.

The Nevling Elevator Co., Wichita, Kan., has been incorporated with an authorized capital of \$100,000.

The Nebraska Elevator Co. of Lincoln has sold its elevator at Blue Springs to the Farmers' Elevator Co.

Ed. S. Miller has sold his grain business at Beatrice, Neb., and will operate a feed mill in Kansas City.

Zwonechek, Askemet & Co. of De Witt, Neb., were recent purchasers of large scales from the Borden & Selleck Co., Chicago.

Kyd & Co. of Beatrice, Neb., have sold their line of 17 elevators along the B. & M. R. road to the Central Granaries Co. of Lincoln.

The Simpson Grain, Live Stock, Coal & Mercantile Company, Simpson, Kan., has been incorporated. They expect to buy an elevator.

J. P. Gibbons & Co. of Kearney, Neb., are making extensive repairs in their elevator at that place and will install two 10-duct Hall Distributors.

Wm. B. Harrison, John Mackey and Charles H. Teasdale of St. Louis have incorporated the W. B. Harrison Grain Co. with a capital stock of \$3,000.

John P. Pattinson of Seward, Kan., has ordered a 6-inch, 8-duct Hall Distributor to place in his elevator when making repairs in the near future.

The Kinsella Grain Co., Omaha, Neb., has incorporated with a capital stock of \$25,000. W. E. Kinsella, John R. Brown and Ed. Torticell are the incorporators.

The business of Geo. S. Hayes & Co., Hastings, Neb., has been taken over by the Hayes-Eames Elevator Co., which was recently incorporated with an authorized capital stock of \$100,000. George S.

Hayes is president and Milo D. Eames, secretary and treasurer.

The Cowley County Grain Growers' Society has been organized at Arkansas City, Kan., and will ship grain through the state association of which they are an auxiliary.

The Torpin Grain Co. of Oakdale, Neb., has incorporated with a capital stock of \$50,000. The incorporators are Henry Torpin, C. H. Torpin and Charles G. McDonald.

The Holmquist Grain & Lumber Co. has been incorporated at Oakland, Burt County, Nebraska. The incorporators are O. Holmquist, John Moseman, J. W. and A. C. Holmquist.

W. S. Fowles has purchased the fuel and feed business of Geo. Knight & Co., 1312 South Tenth, St. Joseph, Mo., and has changed the name to Fowles Feed & Fuel Company.

J. M. Elwell of Springfield, Neb., is putting things in shape about his elevator and has sent his gasoline engine, which has done service for a number of years, to the manufacturers to be rebuilt.

The Updike Grain Co. of Omaha will build new elevators at Gresham and Henderson, Neb. The equipment of modern machinery will include a 6-inch, 12-duct and a 6-inch, 15-duct Hall Distributor.

Thomas F. Keckler of Manley, Neb., has just added a new building to his grain elevator and raised the old house, increasing his capacity to 20,000 bushels. A new gasoline engine has also been installed.

The Borden & Selleck Co., Chicago, report the sale of Howe Wagon and Hopper Scales to the Nye & Schneider Co. for the following points in Nebraska: Verdigris, Bennington, Wisner, Pilger, Atkinson, Arlington, Dodge, Crowell and Clear Water.

Articles of incorporation for the Nebraska-Iowa Grain Company, with headquarters at Omaha were filed with the secretary of state on May 3. The authorized capital stock is \$100,000. The incorporators are K. C. Morehouse, Floyd J. Campbell, Euclid Martin, E. M. Andreesen and Charles H. Pickens.

The Kansas City branch of the Marseilles Mfg. Co. has recently supplied elevator machinery outfits to the following parties in Kansas: Caney Grain Co., Caney; Rea-Patterson Mill Co. of Coffeyville for elevators at Angola and Elk City; Farmers' Elevator Association, Argonia; Roll & Kerley at Zyba and Peck; T. M. Polson, Cedarvale.

The Farmers' Cooperative Grain Association of Solomon, Kan., held its first annual meeting last month and declared a dividend of 10 per cent. The business of the company last year aggregated about \$160,000. The shares which sold at \$12.50 are said to be held at \$20 now. This concern last year probably received more publicity than any other grain establishment in the United States owing to the fight made against it by the railroads and line elevators.

IOWA.

Work has been commenced on a new elevator at Watkins, Iowa.

D. L. Powell, grain dealer of Newell, Iowa, has moved to Enid, Okla.

P. A. Axen is increasing the capacity of his elevator at Galt, Iowa.

Johnson & Co. contemplate the erection of a new elevator at Galt, Iowa.

The Northern Grain Co. is building a new grain elevator at Colo, Iowa.

The Skewis-Moen Elevator Co. have sold their elevator at Inwood, Iowa.

William Knox has recently remodeled his grain elevator at Whitten, Iowa.

The Northern Grain Co. of Chicago is building an elevator at Lake Mills, Iowa.

Counselman & Co. are replacing the old elevator at Plover, Iowa, with a new one.

Courson Bros. have let a contract for the erection of an elevator at Dows, Iowa.

Nyland Bros. and A. T. Shadle recently purchased the grange elevator at Ogden, Iowa.

Clarence Smith is now operating the elevator at Lanyon, Iowa, for his father, H. H. Smith.

Jackson Bros. are improving their elevator at Walford, Iowa, by the addition of a grain dump, etc.

W. A. Bryant & Son are building an elevator of 25,000 bushels' capacity at Greene, Iowa. There will also be a commodious office, engine and cob

room. It will be on a spur track of the B., C. R. & N.

W. E. Cox recently purchased the grain business of E. T. Whitney at Deep River, Iowa.

Medberry & Darnell recently installed a new loading spout at their elevator at Sloan, Iowa.

The Neola Elevator Co. has a new elevator at Walford, Iowa, which is in charge of J. Novak.

The Northern Grain Co. of Chicago are erecting an elevator and coal house at Grand Mound, Iowa.

The E. C. Brown Co., Alta, Iowa, have torn down their old elevator and are building a new one.

G. H. Elliott & Son, Whiting, Iowa, will remodel their elevator and install a new 22-horsepower engine.

McKee & Walkinshaw of Blanchard, Iowa, have sold their elevator to the Danner Mill Co. of that place.

The Kinsella Grain Co. of Omaha have purchased W. C. Yeisley's elevator at Blairstown, Iowa.

The Farmers' Elevator Co., Gowrie, Iowa, opened bids on May 10 for the erection of their new elevator.

The Atlas Elevator at Dalton, Iowa, is to be considerably improved. It was damaged in a recent storm.

The Des Moines Elevator Co. contemplate making some improvements on their plant at Gilmore City, Iowa.

The Rothschild Grain Co. of Davenport will remodel their elevator at McCausland, Iowa, and put in a dump.

George S. Parkinson & Co. of Washington, Iowa, have sold their elevator to R. M. Wilkinson of Lafayette, Ind.

The farmers are organizing an elevator company at Badger, Iowa. A. M. Houge has been chosen president.

The Farmers' Exchange Society, Whittemore, Iowa, operating a grain elevator, etc., has filed a petition in bankruptcy.

The McFarlin Grain Co. of Des Moines, Iowa, is building additions to its elevators at Rands, Adaza and Farlin, Iowa.

Turner Bros. of Cumberland, Iowa, have bought Samuel Donnell's elevator at Stanton. They took possession of the property May 1.

The new elevator at Rock Valley, Iowa, built by Younglove & Boggess Co., elevator contractors, will be equipped with a Hall Distributor.

The Wells & Hord Grain Co. of Central City, Neb., will install an improved Hall Grain Distributor in their elevator at Clarence, Iowa.

The Wells & Hord Grain Co. of Central City, Neb., have purchased Smith Bros.' elevator at Eagle Grove, Iowa, and will take possession June 1.

W. J. Entwistle, who bought the grain elevator of C. L. Thompson at Rutland, Iowa, some time ago, took possession of the elevator on May 1.

Floyd J. Campbell of Omaha, Neb., has bought the elevator of E. Reichart at Farragut, Iowa. The elevator will be operated under the firm name of Iowa & Nebraska Grain Co.

The Borden & Selleck Co., Chicago, have supplied Howe Scale outfits to the Northern Grain Co. at Grand Mound and Mount Vernon, Iowa, and to W. Werden at Belmond, Iowa.

The Des Moines Elevator Co. has purchased the elevator of Spencer Smith at Wauke, Iowa. They are also tearing down their old elevator at Pioneer, Iowa, and will rebuild to 60,000 bushels' capacity.

E. L. Ericson has rebuilt his grain elevators at Story City, Iowa, making one elevator of 50,000 bushels' capacity out of his two houses. A new gasoline engine was installed to furnish the power.

Jos. McCoy has sold his elevator at Stanwood, Iowa, to the Wells & Hord Grain Co. of Central City, Neb. He will continue as manager for them, but will operate a grain business in Tipton for himself.

Judge McGee has authorized the receivers of the St. Paul & Kansas City Grain Co., to accept the bid of \$17,000 made by Andrews & Gage of Minneapolis for elevators located at Marshalltown, St. Anthony, Zearing, McCallsburg and Roland, Iowa.

CANADIAN.

A 40,000-bushel elevator is to be built at Minnedosa, Man., by John Wake.

The Grand Trunk Railway are negotiating with the Montreal Harbor Board in regard to the ele-

vator site at Windmill Point, which was formerly granted to the Conners syndicate.

L. Coffee, a Toronto grain merchant, recently suffered a loss by fire at Alliston, Ont.

A farmers' elevator of 30,000 bushels' capacity is to be erected at Franklin, Manitoba, this summer.

The Lake-of-the-Woods Milling Co. have just erected a 30,000-bushel elevator at McLean Station, Manitoba.

The Ogilvie Milling Co. of Winnipeg, Man., are to erect 25 elevators this summer, of an average capacity of 30,000 bushels.

Capt. Wolvin and his associates have purchased the fleet of the late Prescott Elevator Co., consisting of eight barges and a tug.

The Winnipeg Elevator Co. has just completed a 30,000-bushel elevator at Crystal City, Man., making the fourth one at that place.

The Brackman-Ker Milling Co. of Edmonton, Alberta, is delivering at Vancouver, for the British government, 4,000 tons of oats in bags. The oats are being secured in Northern Alberta.

A new belt gallery over 1,000 feet in length will be built to connect the Great Northern Railway's elevator at Quebec, Can., with the docks on the St. Lawrence River. John S. Metcalf Co. has the contract.

It is reported that more than 150 elevators will be erected this year in Manitoba and the Northwest Territories. A United States concern is said to have applied to the Canadian Pacific for sites for 50 or 60 elevators.

The elevator contract let by the Montreal Harbor Board to the Steel Storage & Elevator Construction Co. of Buffalo, N. Y., has been approved by the Minister of Public Works. The time for completing the elevator has also been extended to August 1, 1903.

At the annual meeting of the Montreal Grain Elevating Company held April 23, the following directors were elected: Messrs. Alex. T. Paterson, Alex. Macdougall, Robt. Reford, Thos. A. Crane and Bartlett McLennan. At a subsequent meeting Mr. Alex. T. Paterson was elected president of the company.

James Playfair of Midland, Ont., representing himself and certain Canadian capitalists, is negotiating with the Montreal harbor commissioners concerning the erection of an elevator at Montreal and another at Port Colborne. The plan includes securing the government's guarantee of interest on the bonds.

C. F. Haglin of Minneapolis was last month awarded the contract for building a 3,000,000-bushel annex to Elevator B at Fort William, Ont., for the Canadian Pacific Railway. The storage part of the plant will consist of 45 circular concrete tanks with steel skeletons. Work has been begun on the site and the plant will be ready for business by next fall.

On April 23 the engine furnishing power for Elevators A and C at Fort William was considerably damaged by the breaking of a cross head. Engineer Gray was badly burned about the hands and face by escaping steam. This necessitated shutting down the plant for about three weeks. A similar accident occurred later in the plant of another elevator, thus shutting down a part of the machinery there.

The Steel Storage & Elevator Construction Co. of Buffalo, N. Y., has commenced work on one of the two large new elevators to be erected at Fort William, Ont., for the Canadian Pacific Ry. It is to be a steel tank plant very similar to the one built there by this company in 1897. The total capacity of the plant will be 1,661,111 bushels. It will stand upon 2,700 piles, have a lower story of concrete, and concrete hopper bottoms. There will be 53 self-cleaning bins, ranging in capacity from 14,000 to 42,000 bushels. These bins will be 80 feet high. The framework of the building will be of steel construction and the floors will be of concrete. There will be two sets of outdoor scales and garners. The elevator will have a receiving capacity of 40,000 bushels an hour, and a shipping capacity of 20,000 an hour. Work was begun by the contractors in April, and the elevator will be finished by June 1, 1903.

The bill repealing the war tax was signed by the President, on April 14, and will be effective July 1.

The Alba sailed from Philadelphia on April 30 with the first full cargo of grain to England from that port in eight months.

L. H. Manson & Co. of Chicago have opened an office, with private wire, at Joliet, in charge of Mr. Arnold. The firm expects to add further towns on the wire during the summer.

PERSONAL

John Zufall is in charge of E. G. Simpson's elevator at Popejoy, Iowa.

H. G. Unland, grain dealer of Emden, Ill., has been elected an alderman of Delavan, Ill.

C. S. Wilson, a well-known grain dealer, formerly of Kansas City, is now located at Lyndon, Kan.

C. S. Tredway is again in charge of the Tredway Elevator at Hutchinson, Minn., after a month's vacation.

E. A. Foote has severed his connection with the grain commission firm of Booge & Co. of Albert Lea, Minn.

E. O. Eddy has been succeeded as manager of the Truax & Betts Elevator at Scotland, S. D., by Jacob Deicher.

E. R. Wiswell, a grain man of Beason, Ill., has moved to St. Paul, Minn., to engage in the real estate business.

A. D. White of Goodell, Ia., has purchased an elevator in Oklahoma and will move to the territory next month.

Thomas Richardson of Newcastle-on-Tyne, a grain importer, was in Chicago recently and was a visitor on 'Change.

Robert T. Evans, superintendent for the Peavey Elevator Company, with headquarters at Minneapolis, is a native of Galena, Ill.

Sylvester Pomeroy has returned to Kalamazoo, Mich., having severed his connection with the grain elevator at Mendon, that state.

J. M. Kingdon takes charge of the Fraser Elevator at Galva, Ill., and Lou Duncan will have Mr. Kingdon's former position at Nekoma, Ill.

D. M. Andrews, formerly in the grain and lumber business at Blairsburg, Iowa, is now in Washington, where he is engaged in sheep raising.

C. A. Martin, for the past nine months in charge of the M. & N. Elevator at Cummings, N. D., has taken charge of the Bottineau, N. D., elevator.

Edward J. Noble, formerly head of the Illinois State grain office, is out for the Republican nomination for congressman in the third district of Illinois.

N. A. Parham, who has been in the grain business at Mendon, Mich., for ten months, has removed to Kalamazoo, where he will continue in the same line.

F. W. Crane of Coin, Iowa, and F. E. Cowden of Riverton, Iowa, are new members of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri.

C. A. Glazier, for the past two years engaged in the hay and grain trade at North Easton, Mass., has removed to Connecticut, where he has purchased a large farm.

J. D. Billingsly of St. Peter, Minn., has accepted a position with Van Duzen & Co. to build elevators during the summer. He will work in Iowa, South Dakota and Nebraska.

L. M. Garman, a prominent grain dealer of Glenwood, Iowa, was recently shot and seriously wounded by his son, Earl Garman, aged 19. The young man was arrested.

B. F. Rice, for many years in the grain business at Brookfield, Mass., has taken a position with the Cutler Company, which has engaged in the grain business at West Brookfield.

N. P. Huot is retiring from the grain, hay and produce business at Worcester, Mass. Mr. Huot established himself in this line 29 years ago and has accumulated a comfortable fortune.

Walter Bemis, who has been in charge of the elevator at Kenneth, Minn., will act as traveling agent and auditor for the firm of Howard & Bemis, making his headquarters at Edgerton, Minn. Howard & Bemis have lately acquired a number of elevators.

Milo Eames, who has organized the Hayes-Eames Elevator Company, at Hastings, Neb., with a capital of \$100,000, is a son of Edward W. Eames of Buffalo, N. Y. Mr. Eames has been in Nebraska for the past two or three years in the offices of the Crittenden Elevator Company.

Fred E. Signer has been appointed general freight and passenger agent for the Cincinnati, Richmond & Muncie Railroad. Mr. Signer was on the floor of the Chicago Board of Trade for five or six years as representative of the Wabash Railroad and was recently connected with the Wabash and Lackawanna Dispatch.

COMMISSION

Richard Vandyke Cleage of St. Louis will locate in Milwaukee.

Edwards, Wood & Co. of Minneapolis are opening offices in Milwaukee.

The Weare Commission Company has discontinued its Canton, Ill., branch.

W. T. Haarstick of St. Louis has been elected to membership in the Chicago Board of Trade.

Lewis J. Bowman, formerly with George H. Phillips, Chicago, is trading in the wheat pit for Knight, Donnelley & Co.

Edwards, Wood & Co. of Minneapolis and Duluth have opened an office in Albert Lea, Minn., in charge of Claude A. Judd.

Dennis Kennedy has left the oats pit of the Chicago Board of Trade to handle floor orders and margins for Carrington-Patten.

Martin & Wyman, grain commission, Minneapolis, Minn., have dissolved partnership. Two firms succeeded—Joseph H. Martin and C. C. Wyman & Co.

The W. B. Harrison Grain Company of St. Louis has been incorporated by William B. Harrison, John Mackey and Charles H. Teasdale. The capital stock is \$3,000.

George H. Phillips has become a member of the new Buffalo Clearing House Association and has applied for membership in the Merchants' Exchange of that city.

Fred L. Wallace, formerly with Bartlett, Frazier & Co. of Chicago, has taken a position as floor man on the Exchange, with W. L. Green Commission Co. of St. Louis.

J. H. Dole & Co. of Chicago have incorporated with a capital stock of \$140,000. The incorporators are Sidney C. Eastman, William F. Zibell and Henry W. Leman.

Articles of incorporation have been filed by the Mueller & Young Grain Company of Chicago. Major McGregor, F. E. Von Ammon and J. G. Robertson are named as incorporators.

Charles E. Gifford and Leander L. Winters of Chicago have secured offices in the Milwaukee Chamber of Commerce building and have started a general grain commission business.

George P. Guerin has become corn trader for the new firm of Lester, Kneeland & Co., Chicago. Mr. Guerin was with White-Thorburn for the past two years and is well known on 'Change.

L. B. Wilson, of Van Ness & Wilson, Chicago, has just returned from a trip to San Antonio, Texas. He reports corn about three to four feet high and oats heading out with prospects for good crops.

Owen Norris Jr., who has been doing a brokerage business in stocks and grain for the past two years in the Palmer House, Chicago, is now associated with J. L. McLean & Co., The Rookery.

T. A. Bryan, representing the Weare Commission Company of Chicago and the McNeil Grain Company of Sioux City has been in Yankton, S. D., looking over the field with a view to opening a branch.

Patten Brothers, Chicago, have dissolved and Henry J. Patten has retired to become a member of the firm of Carrington, Patten & Co. The business of Patten Brothers will be continued by James A. Patten.

Ernest E. Jones of Chicago is the style of a new corporation licensed to incorporate by the secretary of the state. The capital stock is \$30,000 and the incorporators are Ernest Jones, Charles B. Jennings and David M. Kirk.

George H. Phillips has arranged with Irwin, Green & Co., to handle his trades on the Chicago Board of Trade. Mr. Phillips has retained his former offices and announces that Edward G. Heeman is still associated with him.

John W. Gates has been elected to membership in the Chicago Board of Trade. Mr. Gates has been at times a heavy operator in grains, and since March 1 has been a special partner in the firm of Harris, Gates & Co., which firm now holds thirty memberships in the Board.

Carrington, Patten & Co., who took over the business of Carrington, Hannah & Co., Chicago, have incorporated with a capital stock of \$250,000. W. T. Carrington is president of the new company, George W. Patten, vice-president; H. J. Patten, secretary, and Samuel Patch, treasurer.

At a meeting of creditors of M. E. Doran & Co., grain and stock commission, Minneapolis, the liabilities were reported at \$35,000 and assets nothing except the office furniture. An attorney who represented Mr. Doran stated that the latter stood ready to give his personal notes payable in one year

and bearing 6 per cent interest in payment of claims against the firm. The creditors took the offer under advisement.

H. J. Baldwin & Co. have opened an office in the Review building, Decatur, Ill., for the purpose of handling track grain. Mr. Baldwin has been well known as secretary-treasurer of the Decatur Cereal Co. and has been connected with the grain trade of Decatur for the past 15 years.

The Smith-Baker Commission Co. has been organized at Augusta, Me., for the purpose of dealing in wheat, corn, oats and all agricultural products, with \$100,000 capital stock, of which nothing is paid in. The officers are: President, F. L. Dutton of Augusta; treasurer, E. F. Whittum of Augusta.

Fred Faulkner, of W. R. Mumford Company, Chicago, has opened his Cedar Rapids office in the Washburn Building. The office will be of benefit to the Iowa customers, as there is direct connection by wire with the Chicago office, and customers can get quotations at any time during trading hours.

The firm of Rumsey, Lightner & Co. of Chicago has been dissolved and will be succeeded by Rumsey & Co. The change is owing to the death of Mr. Lightner, which occurred some time ago, and the retirement from business of Mr. Schmitt, another partner. I. P. Rumsey and F. M. Bunch compose the new firm.

Hunt & Hutchings of Louisville, Ky., suspended business May 8. The assets are estimated at \$125,000. The firm is a member of the Chicago Board of Trade and was prominent in Louisville trading circles. For the past few years G. Robinson Hunt Jr. has been sole manager of the business, although the old firm name was retained.

George S. Bridge, formerly a member of the firm of T. D. Randall & Co., Chicago, through the dissolution of partnership of that firm has engaged in business for himself. His offices are at 98 Board of Trade, where he will conduct a commission business in grain, hay and flour, and mill feeds.

Robert Lindblom will leave Chicago July 1 and take up his residence in Milwaukee, where he has established a grain brokerage office in connection with the Milwaukee Chamber of Commerce. Mr. Lindblom is president of the Chicago Civil Service Commission and his term of office does not expire until the above date. Mr. Lindblom has been a member of the Chicago Board of Trade for a number of years.

Lester, Kneeland & Co. succeeded to the Chicago business of Raymond, Pynchon & Co., May 1. The new house is composed of H. V. Lester, L. D. Kneeland, A. M. Clement and J. F. L. Curtis. T. A. Wright will have charge of the grain business on the Chicago Board of Trade and H. V. Lester will look after the New York business, with offices at 66 Broadway. Young W. V. Lester is with the new firm. George Pynchon and C. A. Hamill will continue the New York office of Raymond, Pynchon & Co. under the firm name of Pynchon, Hamill & Co.

Items from Abroad

The London Corn Trade Association still refuses to modify the dirt clause in Russian wheat contracts in spite of the repeated protests of millers.

"Smart dispatch" is the rule now at Hull in unloading grain cargoes. A record was recently made of 7,000 tons of Kurrachee wheat in 48 hours or a little over 5,300 bushels per hour.

A scheme is proposed to close the strait connecting the Sea of Azov with the Black Sea, in order to increase the depth of water in the former sea. This would render the ports available for the export of cereals.

A company known as the Liverpool Grain Contract Insurance Company, Limited, has been organized in Liverpool to guarantee the payment of moneys payable in respect of contracts entered into by members of the Liverpool Corn Trade Association, Limited, and for other purposes. The capital stock is £400.

One effect of the heavy German cereal duties has been to stimulate the Russian government to induce the peasants to plant wheat and corn in place of the rye and barley hitherto exported to Germany. The cultivation of corn in Russia has more than doubled since 1883 and is considered capable of still further expansion.

The London correspondent of the Country Gentleman says: "Maize will be planted more extensively this year, as a fodder crop, in several of our warmer and drier counties. Though a deep loam, as in Essex, is its favorite habitat, growers have sometimes done well even in sand, clay or fenland; but in no case that I have heard of has there been success further north than the midland counties. Whether for use in its green state, or

for ensilage purposes, all animals take it readily, and do well with it. Our chief failures have hitherto arisen from too early sowing or from lack of a liberal treatment in respect to manuring."

The British consul-general at Odessa says that the large crop of 1901 and the increase of the amount of grain seeking export has congested the port of Odessa; and some vessels have had to wait as long as twenty-five days for a cargo berth. Besides this, the custom of the port does not require more than 350 tons (say 13,000 bushels) to be loaded daily unless specifically stated by contract. As a matter of fact, however, from 750 to 1,200 bushels are frequently loaded into a vessel daily, when the work is stimulated by "dispatch money." The grain is brought to the shipside by rail and by carts. The latter are decreasing in number, but the railways are not correspondingly increasing their facilities. The wheat congestion was intensified by the heavy arrivals of corn, which was seeking the seaboard in unusual quantities owing to the excellent wagon roads. The railways are largely blamed for the congestion of the traffic, both to and through the port. There is delay in removing unloaded cars, and delay in bringing in the grain, owing to the rule allowing no cars to be loaded at night.

SEEDS

The seed business in Canada is growing and the demand for seeds is increasing in every province.

A seed sorting warehouse will be erected at East Jordan, Mich., by one of the large seed companies.

San Francisco reports moderate receipts of mustard and flaxseed, with quotable values unchanged.

Isaac Davis, a veteran seed and wool dealer of Findlay, Ohio, is reported to have wound up his business and retired.

The property of the Cleveland Seed Company, Cape Vincent, N. Y., has passed into other hands and the business will be conducted along new lines.

The business of Minneapolis seed men has this spring exceeded that of past years by from 25 to 33 1-3 per cent. The mail order trade is reported excellent.

The Page Seed Company of Greene, N. Y., has purchased 20 acres of land on which a building will be erected to be used in connection with the company's business.

The Hammond Seed Company of Bay City, Mich., will erect a 3-story brick building, 100x50 feet, to be used as a seed house. The new building and the old warehouse will be connected by a side-track.

Herbert A. Clark, oldest son of Everett B. Clark, and head of the Everett B. Clark Seed Company of Milford, Conn., died at his home in Orange, Mass., April 7. Mr. Clark was about thirty-five years old.

A Salt Lake City, Utah, seed and grain dealer is quoted as saying that unless Utah growers take more pains in selecting purer and straighter seed, their products will not hold their own with those of adjoining states.

The S. Alfred Baur Company has been incorporated under the laws of New Jersey with a capital stock of \$100,000, to deal in flowers, seeds, etc. The incorporators are J. J. Treacy, B. P. Treacy and Joseph P. Fumulty.

J. Bolgiano & Son, seed dealers of Baltimore, Md., have moved from 28 South Calvert street to new and larger quarters at the corner of Light and Lombard streets. The firm, which has been in existence since 1818, was located at the former address for eighty-four years.

The city improvement committee of the City Federation of Women's Clubs of Saginaw, Mich., has arranged to distribute flower seeds to residents of that city. A nominal price of one cent per package will be charged to prevent the seeds being taken by people who would make no use of them.

J. E. Northrup, president of the American Seed Trade Association, and L. L. May of St. Paul were in conference with Wallace G. Nye, of the Minneapolis Commercial Club convention committee, May 3, to consider arrangements for the national convention of the Seed Trade Association, which will be held in Minneapolis July 24-27.

At a recent meeting of the Illinois Corn Breeders' Association, held at Champaign, Ill., a system of keeping record of the pedigree of several standard varieties of corn was adopted and will be used by the members in breeding corn this season. A committee appointed to confer with the Illinois Live Stock Association reported to the meeting that they

had arranged to have charge of one session on the program in which the work of the corn breeders and the relation existing between the two associations would be brought out by prominent members of both.

April receipts of clover seed at Toledo, Ohio, were large, according to the report of C. A. King & Co. They aggregated 7,300 bags, against 3,200 a year ago; 7,000 two years ago and 5,700 three years ago. May receipts are always small. They were only 200 bags last year, compared with 1,600 bags two years ago; 2,500 three years ago, and 3,700 four years ago. April shipments were fair. They were 12,400 bags, against 18,300 a year ago; 18,000 two years ago and 3,700 four years ago. May shipments are generally small unless the season is very late. They were only 500 bags a year ago, against 1,600 two years ago and 3,700 three years ago.

FLAXSEED

The Midland Linseed Oil Company is said to contemplate establishing a mill at Winnipeg, Man.

The flax acreage of Wisconsin, Indiana, Ohio, Illinois and Michigan will probably be increased this year.

The American Linseed Company is dismantling three plants at Piqua, Ohio, and removing the machinery to Chicago.

Minneapolis oil millers are said to be worried about supplies to run the mills until July 1. They are crushing 20,000 bushels daily.

Winfield S. Hyde of Hannaford, N. D., says that the flax acreage of Griggs County, that state, will be double what it was last year.

Although 40,000 acres of flax were harvested in Idaho last year it is stated that the acreage will be larger by one third this year.

The American Linseed Company is now concentrating its manufacturing capacity. It is announced that Chicago is to be the chief distributing center.

Len Magill of Peck, Idaho, states he has contracted for about 3,000 acres of flax and expects that as much more land will be seeded to flax in that section.

Weather conditions in North Dakota that have tended to reduce the wheat acreage in portions of the state will result in the production of increased quantities of flax.

The linseed oil mills at Winnipeg, Man., have closed down after a run of about six months. Operations will not be resumed until after the next crop of flaxseed is marketed.

Eugene Bosse, owner of the flax mill at Salem, Ore., has been sowing flaxseed for the crop of 1902 since April 15. The electric motor, which will be the source of power at the mill until water power can be secured, has been installed.

Superintendent W. H. Williams of the Duluth Elevator Company has recently completed a general tour of the Northwest, going as far as Winnipeg. He is quoted as saying the Northwest should make one of the greatest flax growing regions of the world.

It is stated that the flax area in the Northwest will be increased this season, but whether this increase is large or small depends largely on weather conditions, as flax may be seeded as late as July 1. Immigration into the Red River Valley in North Dakota has been very great and nearly every quarter section settled on will raise some flax.

Reports from the Argentine Republic indicate that the flax crop of the River Plate region will be considerably in excess of early predictions. Conservative estimates called for an 8,000,000-bushel crop, but, basing their figures on the shipments of the first four weeks of 1902, the opinion is becoming general that the crop will be 10,000,000 and possibly 12,000,000 bushels.

It is reported that in the Poverty Pay district of Auckland, New Zealand, 3,000 acres have been put into flax this year and that a thorough trial of the growth of flax for industrial purposes will be made. Only a small quantity has been hitherto grown, and that for the seed only, the flaxseed itself being rendered useless for want of special machinery. Now this is to be remedied and the fiber saved, the local paper mills having offered to try the product for paper making. Last year, with the seed sold at \$3.60 per bushel, the crop realized about \$40 per acre. By utilizing the fiber it is expected this year's crop will realize \$70 per acre.

The Duluth Commercial Record in a review on average flax consumption says that the net exports for 1899-1900 were 3,810,000 bushels, leaving a domestic supply of 33,594,000, or an average of 16,797,000 bushels. On the present crop the distribution to crushers, less net exports, is practically 21-

000,000, and it is about all in. Say that consumption during 1899-1900 averaged 17,000,000 bushels, then the extra 4,000,000 has been distributed to increased consumption, replacing the extraordinary demands on reserves last autumn, and surplus on the crop to be carried over by American Linseed Co. No one can tell to what the first two items will amount, and the American Company will probably not disclose the latter.

OBITUARY

Floyd Florey, a grain dealer of Wapato, Ore., is reported deceased.

James Flanagan, for many years chief deputy grain inspector at Minneapolis, died at Barron, Wis., of paralysis. Two adult daughters survive him.

Edward Dudley Chase, formerly of the Chase Elevator Company, elevator builders of Peoria, Ill., died at Washington, D. C., April 26. Mr. Chase was 59 years old.

H. B. M. Peacock, one of the leading grain dealers of Wisconsin, died at his home in Beaver Dam, April 21. Mr. Peacock owned eight elevators and had control of as many more. The cause of death was pneumonia.

Philip Kiefer of Shields, Wis., died suddenly April 7, as a result of blood poison from an ulcerated tooth. He was vice-president of the Richwood Elevator Company and secretary of the Watertown Farmers' Club of Watertown, Wis. Mr. Kiefer was 55 years old.

Stephen B. Bowles, secretary of the Chicago Board of Trade Mutual Benefit Association and a familiar figure on the floor of that institution, died May 3, after five weeks' illness with the grip. Mr. Bowles was born in Bangor, Me., in 1830 and came to Chicago in 1865. He leaves a wife and two daughters.

Michael Price, who had been in the grain business at Crawfordsville, Ind., since 1864 died April 28. Mr. Price came to America from Ireland in 1859 and was married to Jane A. Regan in 1864. He held a number of public offices and was prominent in his community. Mrs. Price and five children survive.

Dominique W. FitzGerald, manager of the hay and grain firm of Hosmer, Robinson & Co. of Boston, Mass., died April 18 from a complication of heart and kidney troubles. Mr. FitzGerald was 56 years old, having been born in Quebec in 1846. He became connected with Hosmer, Robinson & Co. in 1880. He leaves a widow and four children.

George A. Curry, formerly a prominent grain merchant of Pittsburg, Pa., is dead. Mr. Curry was born in Ireland and came to this country in 1851. Mr. Curry retired from business in Pittsburg two years ago and moved to Sewickley, Pa., where he had since made his home. He was twice married and is survived by his second wife and four daughters.

Giles Griswold of Warren, Ohio, is dead at the age of 91 years. Mr. Griswold was one of the pioneer linseed oil manufacturers of the United States and when the American Linseed Company was organized in 1889 he refused to sell his mill to the combine, being opposed to the trust idea. Later his health failed and he became totally blind. As a result he was compelled to give up business and the American company acquired his brands. He leaves an estate of \$1,000,000 and no family.

William H. Wallace, a prominent member of the New York Produce Exchange, and well known among grain men all over the country, died April 13, of heart failure. Mr. Wallace was 58 years old and unmarried. He was born in Troy, N. Y., and removed to New York City at an early age, entering the grain brokerage office of Kent & Co. When this firm went out of business Mr. Wallace established the firm of William H. Wallace & Co. He had been ill since last August. He is survived by his sister, a niece and a nephew. Mr. Wallace was a member of the Union League Club of Manhattan, and of the Lincoln Club of Brooklyn.

The Knapp Tubular Steamship Company has begun to issue stock, 2,500 \$100 shares having been offered on the Canadian market.

The president of the Minneapolis Chamber of Commerce claims that the wheat inspection at Duluth is "easier" than at Minneapolis, with obvious results.

State Grain Inspector J. W. Arrasmith of Washington took formal control of the business of the office on May 1, succeeding Geo. P. Wright, who will hereafter devote his time entirely to the management of the Northwestern Woodenware Company.

BARLEY AND MALT

L. H. Clarke & Co.'s malt house at Kingston, Ont., was burned April 17, resulting in a loss of \$15,000.

C. R. Wilkinson of Newport, Monmouth, England, has been granted a patent on a process for malting barley.

The new plant of the Red Wing Malting Company, Red Wing, Minn., has been put in operation. It has a capacity of 1,000 bushels of barley per day.

The Rice Malt & Grain Company of Chicago has been incorporated by Aaron Heims, Arthur L. Schwartz and Walter Schaffner. The capital stock is \$600,000.

Bertin Ramsey, president of the Wisconsin Malt & Grain Company of Appleton, Wis., was robbed of \$60 near his home on the night of April 12 by two masked men.

Henry Pank, of the firm of J. H. Pank & Co., proprietors of the malt house at Harvard, Ill., is planning the erection of a 200,000-bushel elevator at that place. This will practically double the firm's capacity, now about 600 bushels of malt daily.

The steel storage annex erected for the Davenport Malt & Grain Company, Davenport, Ia., by the Macdonald Engineering Company, Chicago, has been completed and placed in operation. The malting company is very much pleased with its investment.

A petition has been filed in the United States District Court asking Judge Kohlsaat to approve a composition of the claims against the P. H. Rice Malting Company of Chicago. By the plan for distribution of the concern's assets creditors whose claims were allowed will receive 20 cents on the dollar. The total amount of cash to be distributed is \$90,000. The company was forced into bankruptcy last January.

The April report of the Cincinnati Chamber of Commerce shows that the receipts of barley for that month were 54,579 bushels, compared with 58,834 bushels for the same month of the preceding year. Shipments were 598 bushels, against 3,410 bushels last year. The movement of malt was as follows: Receipts, 96,204 bushels, and shipments, 45,724 bushels, during April, 1902, against receipts of 116,978 bushels and shipments of 77,610 bushels for April, 1901.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
March, 1901.....	5,108	\$ 2,159	
March, 1902.....	739	308	
Nine mos. ending March, 1901.	170,790	83,938	
Nine mos. ending March, 1902.	53,004	30,512	
Exports—			
March, 1901.....	180,180	83,892	
March, 1902.....	182,520	110,552	
Nine mos. ending March, 1901.	5,783,893	2,647,239	
Nine mos. ending March, 1902.	7,794,501	3,534,314	

BARLEY AND MALT.			
Imports—			
March, 1901.....	400	\$ 325	
March, 1902.....	681	916	
Nine mos. ending March, 1901.	3,339	3,201	
Nine mos. ending March, 1902.	1,939	2,031	
Exports—			
March, 1901.....	28,520	19,318	
March, 1902.....	49,213	32,483	
Nine mos. ending March, 1901.	241,677	172,145	
Nine mos. ending March, 1902.	284,392	189,381	

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

L. D. White, Decatur, Ill.
W. R. Taylor, Alden, Iowa.
E. R. Beardsley, Elkhart, Ind.
F. A. McKenzie, Quincy, Mich.
John O. Foering, Philadelphia, Pa.
C. H. Adams, secretary and treasurer Marseilles Mfg. Co., Marseilles, Ill.
C. S. Doeds, representing Nordyke & Marmon Company, Indianapolis, Ind.
Geo. A. Bell, representing Davidson-Martin Manufacturing Company, Port Huron, Mich.

Wheat in Washington has been assessed for taxation this year at 50 cents per bushel.

HAY

Missouri farmers are reported sowing large quantities of alfalfa this spring.

W. E. Pike is opening a hay, grain and feed store at Myrtle Point, Ore.

W. D. Jones has removed his cut hay business from Springfield to Buffalo, N. Y.

J. W. Goble, dealer in hay and feed at Traverse City, Mich., is reported closed out.

The National Hay Association will hold its annual convention at Put-in-Bay, July 10-12.

Hay shippers in and around Cass City, Mich., are unable to secure cars to handle their product.

J. H. Winterowd of La Grand, Iowa, has been granted a patent on a hay binder and wire stretcher.

Studabaker, Sale & Co.'s hay and storage warehouse at Bluffton, Ind., was destroyed by fire recently.

It is reported that in some sections of New York state there is more hay in farmers' hands than at this time last year.

All the hay exported from Canada to South Africa passes through a rigid inspection and hay that is in any way defective is rejected.

York County, Iowa, produced 115,000 tons of hay in 1901, averaging two tons to the acre. Some lands yielded from five to 6½ tons per acre.

The Joplin Hay Company's barns at Joplin, Mo., were demolished by a tornado, which struck that city late on the afternoon of April 25.

The fire which destroyed the Pennsylvania Railroad Elevator at Valparaiso, Ind., consumed 100 tons of hay. The loss is estimated at \$3,500.

The B. & O. R. R. Co. has issued an order that deprives hay and grain exchanges all over the country of cars for an indefinite period, according to an exchange.

The Pana, Ill., plant of the Hay Compress has been shut down and the building is being enlarged. The plant at Ohman, Ill., has resumed after a protracted idleness.

Horace Lamb, of the firm of Horace Lamb & Co., dealers in hay, etc., at Imlay City, Mich., has retired. The business will be continued by Fairweather & Steel.

Bids were opened by the United States Quartermaster's Department at Seattle, Wash., May 9, for 4,000 tons of timothy hay, double compressed, to be sent to the Philippines.

Alfalfa is the principal forage crop of New Mexico and is one of the principal sources of revenue to farmers of that state. It is said that the acreage is steadily increasing.

Wilbur O. Lane, dealer in hay and straw at Montpelier, Vt., has filed a petition in bankruptcy. He has liabilities of \$5,546.88 and assets of \$11,432.35, of which \$5,550 is claimed as exempt.

The Edgewater Coal Company of Chicago has incorporated to deal in coal, hay and farm produce. The incorporators are Wm. P. Hays, Edward H. Taylor and Joseph A. McInerney and the capital stock is \$10,000.

Early & Daniel of Cincinnati, Ohio, have received a government contract to furnish over 225 cars of hay, oats, bran and straw for use of the United States cavalry at Chickamauga Park. The bid of the firm was: Oats, \$1.59 per hundred; hay, 87 cents; straw, 51 cents; bran, \$1.13.

The exports of hay from Canada for the fiscal year ended June 30, 1901, aggregated 252,979 tons. Of this, the United States took 155,223 tons; Great Britain and her dependencies, 94,528 tons; and other countries, 3,228 tons. The present fiscal year is expected to show a large increase over last year's exports.

The Agricultural Experiment Station of the University of Nebraska has issued a bulletin on experiences with alfalfa. The bulletin was compiled from reports of more than 500 successful alfalfa raisers in eighty counties in the state and shows some interesting facts regarding the care and growth of the grass.

A census report issued on April 15 shows that in 1899 the 3,583,816 farms reporting hay and forage had a total of 61,691,266 acres, from which 84,012,455 tons of hay and forage were harvested. Of the last-named figure, 4,759,369 tons were cornstalks, or leaves harvested from cornfields. The quantity of hay and forage, exclusive of this, aggregated 79,253,086 tons. The total value of all hay and forage harvested was \$484,256,846. Of the hay and forage harvested, 17,284,952 tons were of wild, salt or prairie grasses; 2,850,959 tons were of millet and Hungarian grasses, 5,220,711 tons were of alfalfa

or lucerne, 5,167,188 tons were of clover, 35,024,495 tons were of other tame and cultivated grasses, 4,964,657 tons were of grains cut green for hay, and 8,140,124 tons were forage crops sown for forage and not for grain.

The average price of export hay for the thirteen months ending with February, 1902, has been \$17.19 per ton, the highest, \$18.96, being reached in September, 1901; the lowest, \$14.85, in July, 1901. The exports for February, 1901, were 4,771 tons, valued at \$80,106. For February, 1902, the exports were 12,475 tons, valued at \$205,207. For the eight months ending February, 1902, there were exported 119,694 tons, valued at \$2,031,371.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending April 19, sales of Choice Timothy ranged at \$13.50@14.50; No. 1, \$12.00@13.50; No. 2, \$11.50@12.50; Not Graded, \$9.00@12.00; Choice Prairie, \$9.00@13.00; No. 1, \$8.00@11.50; No. 2, \$10.00; No. 3, \$7.00; Not Graded, \$8.00@11.00. Rye Straw sold at \$6.00@6.50, and Wheat Straw at \$5.25. The receipts for the week were 3,624 tons, against 4,423 tons for the previous week. Shipments for the week were 749 tons, against 908 tons for the previous week. Strictly choice grades of both Timothy and Prairie Hay were scarce and the inquiry was good, but business was restricted on account of the light offerings. Medium and low grades were in only moderate supply, but the demand was light and the market was very dull throughout the week.

During the week ending April 26, sales of Choice Timothy ranged at \$14.50@15.00; No. 1, \$13.00@14.00; No. 2, \$12.00@13.00; Not Graded, \$11.00@11.50; Not Graded, \$9.00@13.00; Choice Prairie, \$12.50@13.00; No. 1, \$12.50; No. 2, \$8.50; No. 4, \$6.50; Not Graded, \$8.50@10.00. Rye Straw sold at \$5.50@6.00. The receipts for the week were 3,629 tons, against 3,624 tons for the previous week. Shipments for the week were 730 tons, against 749 tons for the previous week. The arrivals were only moderate and a good demand existed both on local and shipping account.

During the week ending May 3, sales of Choice Timothy ranged at \$14.50@15.00; No. 1, \$13.00@14.00; No. 2, \$12.00@13.00; Not Graded, \$10.00@13.00; Choice Prairie, \$13.00@14.00; No. 1, \$10.00@13.00; No. 2, \$9.50@10.50; No. 3, \$8.50@9.00; No. 4, \$6.00. Rye Straw sold at \$5.75@6.00, and Wheat Straw at \$5.00. The receipts for the week were 3,841 tons, against 3,629 tons for the previous week. Shipments for the week were 891 tons, against 730 tons for the previous week. The market for all grades of Timothy Hay ruled very firm during the early part of the week. Prairie Hay was in good demand throughout the week.

During the week ending May 10, sales of Choice Timothy ranged at \$14.50@15.00; No. 1, \$13.00@14.00; No. 2, \$11.50@12.50; Not Graded, \$10.00@13.00; Clover Hay, \$10.00; Clover Mixed, \$10.50; Choice Prairie, \$10.00@14.00; No. 1, \$9.00@12.50; No. 2, \$9.00@10.50; No. 3, \$8.00. Rye Straw sold at \$6.00@6.50, and Wheat Straw at \$5.00. The receipts for the week were 4,379 tons, against 3,841 tons for the previous week. Shipments for the week were 572 tons, against 891 tons for the previous week. The market for both Timothy and Prairie Hay ruled quiet. Only a moderate demand existed, local buyers taking hold sparingly. A fair demand existed for low grades of Prairie or State Hay for feeding purposes from sections where there was a shortage in the grain yield last year. Prices exhibit no material change.

The EXCHANGES

The Milwaukee Chamber of Commerce Clearing Association has increased its capital stock to \$30,000.

Members of the Kansas City Board of Trade subscribed \$450 to the relief of sufferers from a recent fire in that city.

The forty-seventh annual report of the Baltimore Chamber of Commerce for the year ending December 31, 1901, is being distributed. It contains 196 pages.

The resignation of F. W. Thompson from the council of the Winnipeg Grain Exchange has been accepted and W. A. Black, the present local manager of the Ogilvie Mills Co., Ltd., elected to fill the vacancy.

President Warren, of the Chicago Board of Trade, has appointed a committee of seven to confer with the inspection department regarding the new "standard" grade of oats, which is to become contract on July 1, and arrange for securing type samples of the grade. The committee is composed of William

H. Chadwick, chairman, George E. Marcy, Charles H. Requa, William N. Eckhardt, Frank Marshall, C. W. Buckley, and T. W. Garland.

The directors of the Chicago Board of Trade have been petitioned to provide a regular pit for traders in oats. A larger trade in this commodity is looked for under the new rules.

The directors of the Chicago Board of Trade have suspended R. H. Lebagh indefinitely for refusing to pay an award of \$200 to William Young & Co., ordered by the committee of appeals.

The question of corporations as members of the Chicago Board of Trade, which has been under discussion for some time, has been disposed of by a vote of the members which grants the directors greater authority in the control of corporations.

Members of the Kansas City Board of Trade are making subscriptions to a building fund which is expected to reach \$100,000 by July, 1903. The lease on the exchange building will expire at that time and it is designed to either purchase that building or erect a new one.

The Chicago Board of Trade directors have decided that to permit customers to draw down their profits to the market was a violation of the commission rule. There was an argument made in opposition to such action by some members interested in the northwestern trade, but their plea did not avail. The practice has grown to permit certain customers, particularly the northwestern elevator people, to draw down their profits as fast as they accumulated. This privilege has operated so as to influence business, and has finally, after considerable discussion been interpreted as a violation of the commission rule. This is the view the violation of rules committee took of it, and the directory has finally approved of this interpretation.

The first wheat ship to pay the new British import tax on its cargo was the German ship Henete, from San Francisco. The amount of the tax was about \$3,210.

The Peoria Board of Trade, in order to put a stop to the stealing of grain from cars, some time ago posted a standing reward of \$50 for each grain thief convicted. The first \$50 was paid to a P. & P. U. Ry. detective, who had managed to send a boy to the reform school.

LOOK ALOFT!—A WEATHER MARKET.



If a fortune's to be won,
Look aloft.
Take a pointer from the sun,
Look aloft.
On the weather it depends,
So we warn you all good friends,
If you want big dividends,
Look aloft.

Ere you take a deal in wheat,
Look aloft.
Note the cold and note the heat,
Look aloft.
If the sky is bright and clear,
If you find no rain is near,
Buy the stuff without a fear,
Look aloft.

But if you see a cloud,
Up aloft.
And the rain is pattering loud,
From aloft.
Then sell with all your might,
Never fear. You're in the right,
The price'll drop clear out of sight,
From aloft.

Our poet may be wrong about markets going down in the event of good rains, or up if dryness continues, as very often when a drouth has been broken wheat hasn't declined much and then again we have seen it go down even without rain, so we don't guarantee you'll make money if you follow the advice given in above poetry.—Zahm's Circular.

Fires - Casualties

The elevator and mill at Quanah, Texas, burned May 6. The total loss is \$31,000.

Huntington & Eastman's feed store at Washington, Vt., was burned recently with a loss of \$800.

N. J. Olsen's elevator at Hannaford, N. D., containing about 12,000 bushels of grain, was burned recently.

Fire was recently discovered in the Farmers' Elevator at Elliott, Ill., and put out before serious damage resulted.

Fire originating in the engine room of Howe & Co.'s elevator at Radcliffe, Iowa, was put out with but very little damage.

The elevator and corn cribs of O. F. Hulbut & Co. at Murray, Iowa, were burned April 20. The loss is estimated at \$40,000.

The hay shed and elevator belonging to James Lindsay at Smith's Creek, Mich., was destroyed by fire May 1. The loss was \$6,000.

L. H. Clark & Co., grain dealers of Kingston and Toronto, Ont., recently sustained a slight fire loss at the former place. They were fully insured.

Two elevators at Bayard, Iowa, owned by Mike McDonald and H. A. Bechtel, were demolished by a cyclone which struck the town at 8 o'clock p. m., May 1.

The Skewis-Moen Company's elevator at Cornell bridge on the Rock Island road near Gillet's Grove, Iowa, was destroyed by a tornado on the night of May 2.

The little town of Herkimer, Kan., was practically destroyed by fire April 26. The elevator of Raemer & Meier was among the buildings consumed.

The Wabash Elevator at Peru, Ind., caught fire April 21, from sparks from a locomotive. Little damage resulted, as the fire was promptly extinguished.

The steamer Minnie, owned by Capt. Thomas of Madison, Ind., sank, April 23, while towing a barge containing 400,000 bushels of grain. There was no insurance.

Fire destroyed the Peavey Elevator at Bennington, Kan., April 11. About 1,300 bushels of wheat and 500 bushels of corn were burned, as well as two box cars.

Jacob S. Thoreson, a grain buyer at Dawson, Minn., fell from an elevator spout April 29 and died an hour later as a result of his injuries. He leaves a wife and seven children.

The roof of Harry Dysart's elevator at Franklin Grove, Ill., caught fire April 9 from sparks from a passing locomotive. The blaze was extinguished before much damage was done.

The grain store of T. N. Strahan at Poplarville, Miss., was burned April 11. The building and stock were totally destroyed. The stock was covered by insurance, but the building was not insured.

Fire May 10 destroyed the elevators of the Samuel Born Company and James E. Thompson at Lafayette, Ind. Nearly 25,000 bushels of grain were consumed. The loss is \$50,000, with small insurance.

The store and elevator at Bear Creek, Wis., owned by the P. D. Murphy Grain & Mercantile Company, were burned April 11. The fire threatened to wipe out the entire village as a high wind was blowing at the time.

A tall corn crib at Havelock, Neb., managed by James Candy in conjunction with the elevator at that place, was blown down by high winds April 25. The structure was valued at about \$500 and was nearly as tall as the elevator.

The Inter-State Grain Palace at Aberdeen, S. D., was burned April 28. The fire was discovered between 12 and 1 o'clock a. m., and within half an hour the structure was in ruins. The Grain Palace was valued at several thousand dollars, but was only insured for \$1,000.

Reports from Port Arthur state that the Canadian Pacific steel elevator at Fort William and the storage tanks for unloading cars burned May 10. Some of the tanks were nearly full of wheat. No details of the fire have come to hand. The structure was supposed to be fireproof.

The elevator at Lewis Creek, nine miles south of Shelbyville, Ind., was set on fire by an incendiary about midnight, April 29, and totally destroyed. The house was owned by Wm. Nading of Shelbyville and had a capacity of 30,000 bushels. The loss is about \$10,000, with insurance of \$8,750. Be-

tween 8,000 and 9,000 bushels of corn, 300 bushels of wheat and 200 bushels of oats were in the elevator when the fire occurred.

The warerooms of the Jeanerette Grocery Company at Jeanerette, La., containing a quantity of oats, hay and corn, were damaged by fire. The loss is fully covered by insurance.

Peterson's warehouse at Eveleth, Minn., containing several tons of hay and grain, caught fire April 25, but owing to good work of the fire department the major part of the building was saved.

One of the steel towers of the new Dakota Elevator at Buffalo, N. Y., blew down in the gale May 7, falling into the Main street slip and blocking the passage of large vessels until the wreckage was removed.

Fire which originated in E. R. Purcell's elevator at St. George, Kan., destroyed that structure, the Union Pacific depot, corn cribs near the depot and several small buildings. The elevator will probably not be rebuilt.

The marine leg of Ferry & Co.'s elevator at Bridgeport, Conn., was burned May 8. The loss is estimated at about \$2,000. The prompt work of the fire department prevented the flames spreading to the main building.

F. L. Hill & Co.'s elevator at Markdale, Ont., was consumed by fire April 29. The building contained 1,600 bushels of grain and a quantity of grass seed. There was insurance of \$1,600 on the building, but none on the contents.

The elevator and flour mill at Cassville, Mo., owned by S. P. Reynolds & Co., were burned April 12. The elevator contained 2,000 bushels of wheat and 1,500 pounds of flour. The loss is estimated at \$8,000 with insurance of \$2,000.

On April 19 two buildings at Gardner, Mass., owned by Howe Bros., were partially destroyed by fire. One of the buildings was occupied by the owners as a grain store. Sparks from a locomotive are said to have caused the blaze.

Custer, Ohio, was nearly wiped out by fire April 25. Twelve business buildings were destroyed, including the elevator of Southworth & Co., on which the loss is estimated at \$5,000. The headquarters of Southworth & Co. are in Toledo, Ohio, where they have offices in the Produce Exchange.

The rear end of T. J. McDonald's grain store at Lowell, Mass., was badly wrecked April 23, as a result of a freight car being backed half way through it by a switch engine. The cause of the accident was a misplaced switch. The building was damaged to the extent of several hundred dollars.

Wm. F. Banta's elevator at Mortimer, Ill., was burned April 18, together with the Clover Leaf depot and six box cars. The fire was discovered at 1 o'clock a. m., and is supposed to have been started by a spark from a passing engine. The elevator was insured for \$4,000 and the contents for \$2,000. The loss was adjusted at \$3,734.90 on building and \$2,000 on contents.

The Jewell, Ohio, Elevator of J. S. Calkins, with 3,000 bushels of grain was destroyed by fire April 23. In addition to the elevator Mr. Calkins lost a water tank and wind pump and a Wabash car that was on a side track near the elevator was also burned. Mr. Calkins' loss is estimated at between \$6,000 and \$7,000, with insurance of \$3,000 on the building. The grain was not insured.

The elevator on the Big Four at Milford Junction, Ind., owned by James Neff and operated by William Whetten and Thomas Clayton, was burned April 30, together with 9,000 bushels of wheat and 1,000 bushels of corn. Of this amount 1,500 bushels was owned by farmers. The loss is about \$10,000 and the only insurance carried was \$4,000, by Whetten & Clayton. The elevator will be rebuilt.

The Wells Elevator, situated on the Buffalo River, at the foot of Indiana street, Buffalo, N. Y., was destroyed by fire May 4. A large quantity of grain had been placed in the elevator during the week and the loss on the building and its contents is estimated at \$225,000. The fire was preceded by a loud explosion, and the flames burst through the roof on two sides of the building. The Wilkeson Elevator, just east of the Wells, was badly scorched, but the loss on this is small. The Cleveland and Buffalo Line docks and freight sheds immediately in front and east of the Wells Elevator were slightly damaged.

The four-year-old son of John L. Juday, an employee of the Ligonier Milling Company's elevator at Millersburg, Ind., was killed April 23, by being smothered in a wheat bin. The child, in company with its sister and brother, aged 10 and 7 respectively, was playing in the bin from which Mr. Juday was drawing wheat. The latter was summoned from below by the screams of his two elder children and found that Donald had entirely disappeared under the surface of the grain. A desperate effort was made to rescue the child, but it was about fif-

teen minutes before the body was recovered. Death had ensued from suffocation.

Denkman Brothers' elevator at Durant, Iowa, was burned to the ground April 18. It contained 5,000 bushels of barley and 1,000 bushels of wheat. The building was insured for \$7,500 and the stock for \$4,000. The house was formerly owned by Sindt Bros. and was one of the landmarks of the section.

Late Patents

Issued on April 15, 1902.

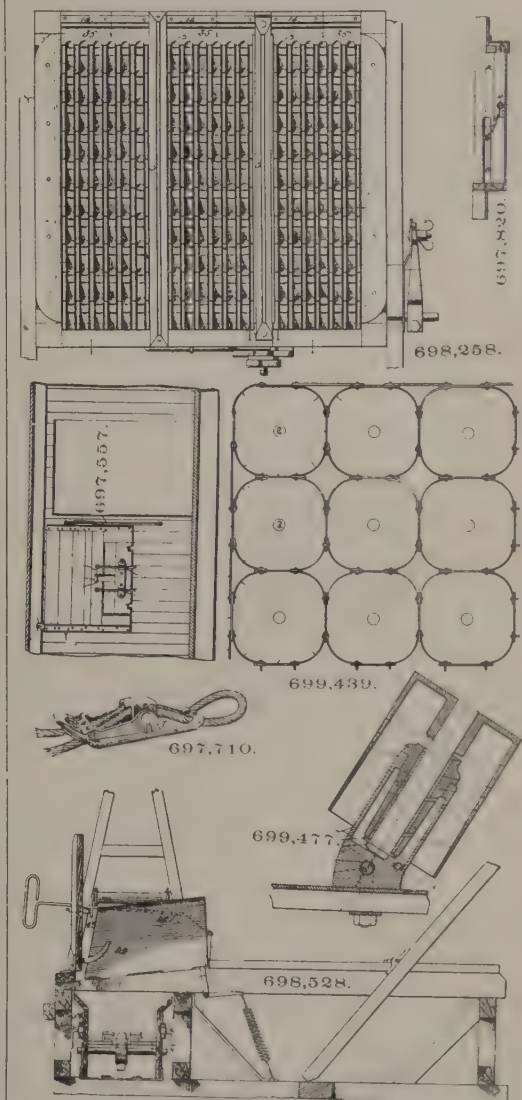
Bag Fastener.—Lawrence G. Gebhard and James M. Rowley, Buffalo, N. Y. Filed June 1, 1901. No. 697,710. See cut.

Car Door and Grain Door Combined.—Wm. H. Doerner and John A. Whalen, Cumberland, Md. Filed Sept. 20, 1901. No. 697,820. See cut.

Grain Car Door.—Geo. S. Smith, Burr, Neb., assignor of one-half to Wm. S. Lower, same place. Filed Nov. 30, 1901. No. 697,557. See cut.

Issued on April 22, 1902.

Machine for Applying Gathering Strings to Bags.—James W. Taylor, Goldsboro, N. C., assignor of three-fourths to Geo. Alex. Norwood Jr., Thomas Hall Holmes and John Spicer, Goldsboro, N. C. Filed April 4, 1901. No. 698,420.



Grain Cleaning Screen.—Charles Closs, Webster City, Iowa. Filed May 11, 1901. No. 698,258. See cut.

Issued on April 29, 1902.

Corn or Grain Dump and Elevator.—John Mabius and Frank L. Hay, Lilly, Ill. Filed March 7, 1901. No. 698,528. See cut.

Issued on May 6, 1902.

Conveyor-Belt Roller.—Wm. E. Bee, Aurora, Ill., assignor to Stephens, Adamson & Co., same place. Filed May 11, 1901. No. 699,477. See cut.

Steel Grain Bin.—James N. Ballou and Joseph J. Shirley, Buffalo, N. Y. Filed May 4, 1901. No. 699,439. See cut.

The Des Moines Cereal Club, by formal resolution, has approved the proposed contract grade of "Standard Oats."

TRANSPORTATION

Navigation opened at Fort William, Ont., early in April.

The Chicago, Milwaukee & St. Paul Railway will be extended from Eureka, S. D., to Linton, N. D.

Four English steamships cleared from Boston about the middle of April in ballast because there was no grain moving from that port.

The Rock Island has secured property in St. Louis for terminal purposes, having recently purchased the St. Louis, Kansas City & Colorado Railroad.

The W. W. Cargill Company of Green Bay, Wis., has chartered from David Vance & Co. of Milwaukee a fleet of four vessels, to load grain for Buffalo.

The Great Northern has contracted with the Canadian Pacific to handle something over 1,000 cars of Canadian wheat to elevators at the head of the lakes.

The Chicago, Milwaukee & St. Paul Railway Company has announced its intention of establishing a new through line between Kansas City and Chicago. The new line is to be in operation by October 1.

A petition was recently circulated on the floor of the Baltimore Chamber of Commerce to indorse the amendment to the Interstate Commerce act giving the Commission the right to fix rates for the transportation of grain.

The western roads have effected an agreement whereby the rates on grain and flour shipments from Minneapolis to Chicago will be advanced from 7½ cents per hundred to 12½ cents May 26. It is generally admitted that the rate is practically prohibitive.

The federal government is expected to take some action with regard to lowering the tunnels under the Chicago River. The grain trade, as far as the South Branch of the River is concerned, has been seriously hampered by the tunnels, chiefly that at Washington street.

It is stated that the Wolvin syndicate has purchased the fleet of the Prescott Elevator Company at Prescott, and that the vessels, which include eight barges and a tug, will be utilized between Quebec and the lakes. The price of the outfit is in the neighborhood of \$90,000.

The Wolvin syndicate was recently reported as engaging a line of grain from Duluth to Quebec at 5½ cents, although previous engagements were made from Duluth and Fort William to Montreal at 6½ cents. The grain is supposed to be Manitoba wheat in bond at Duluth.

The demand on May 9 for vessels to load grain at Chicago about cleaned up the available tonnage on the market for immediate loading. The line boats will now be looked to for room until some more tonnage arrives from the lower lakes with coal. Corn loads composed the charters on the above date, at rates of 1½ cents.

The Pittsburg & Western Railroad has put into service at Pittsburg a large hay and grain yard for the exclusive handling of such business. Room will be provided for about 300 cars, in an easily accessible location, and well arranged for quick work. Preparations are making also for the handling of less than carload lots of hay and grain. Large platforms will be provided and all the other essentials.

The General Manager's Association has decided to include all elevators in the operation of the car service rules. Some time ago the general managers asked the Chicago Board of Trade transportation committee to submit rules regarding the handling of grain, and that committee suggested among other things that grain delivered to elevators made "regular" by the Board of Trade rules should be exempt from car service rules, and that \$1 a day per car be charged against all others after forty-eight hours. The ruling of the General Managers' Association removes the discrimination.

A Canadian syndicate plans to provide a proper system of grain and general freight transportation from the great lakes to Montreal. The plans call for the erection of elevators at Montreal and the Upper Welland Canal. The elevator at Montreal is to have a capacity of 1,000,000 bushels, and the other, at Port Colborne, a capacity of 2,000,000. It is expected that by having elevators at Montreal ocean vessels can regularly come up the St. Lawrence for cargoes. The government has been asked to support a measure which provides for the issuing of thirty-year 4 per cent bonds to secure funds with which to erect the elevators. Those interested in the project are: James Playfair, vice-president and general manager of The Midland Navigation Co.,

Midland, Ont.; John Bertram, president of the Bertram Engine Works, Toronto, and Joseph Kilgour of Kilgour Bros., Toronto.

The Winnipeg Grain Exchange has asked the Canadian Pacific that the rule specifying the points at which grain be received may be relaxed to enable shippers at other points to fill contracts for delivery at the opening of navigation. A resolution was adopted, declaring that rates on the Canadian Pacific were specially unfair where the districts served were in close proximity to districts contributory to the Canadian Northern. It was decided to ask the Canadian Pacific officials if they intended to meet the rates on the Canadian Northern, and if so at what date the reductions would take place.

The Chicago & Alton has reduced the proportional rate on grain from Kansas City to Chicago from 12 to 11 cents, and from Kansas City to the Mississippi River from 7 to 6 cents per hundred, effective May 7. The Missouri Pacific has also reduced the rate from 7 to 6 cents between Kansas City and St. Louis. The rate is the outcome of an agreement by which the lines were to remove the arbitrary rate of one cent against the Kansas City grain market in consideration of a dismissal of Kansas City's complaint before the Interstate Commerce Commission. It is understood that the through rate from points west of Kansas City is to remain the same as now.

A boy who does not own a watch need not go without any knowledge of the time of day. There is a boy who works in a wheat elevator in an Iowa town, and this is how he manages it: A big window almost fills one side of his little office. Into a corner of the window creeps the sunlight early in the morning, and it shines all day long and creeps out of the other corner in the evening. On the floor, where the edge of the shadow from the window sash falls just at noon, the boy has placed a long chalk mark, and a little farther away there is another mark for 1 o'clock, and so on up to 6. The forenoon is similarly divided on the floor. Each day, by simply looking at the edge of the sun's light, he can tell what time it is. Once in two weeks he changes all these marks because the shadows change as the sun gets higher in the spring or lower in the fall.

Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

NO MORE MUSTY CORN.

Use Beale's Adjustable Corn Crib Ventilators. Allows you to build cribs 16 to 24 feet wide. Saves 30 per cent in building material. No more musty corn. Write to

N. S. BEALE, Tama, Iowa.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

WANTED.

A man with 10 years' experience with a line house wishes to buy a working interest in a good line of houses, or would buy all of a small line. Would like to hear from anyone with a profitable grain business for sale. Address

K. N., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

AN OPENING.

An unusually promising opening in a well established cash grain firm in well-known market center, offered to an energetic, straightforward business man. Outlay involved would be from \$5,000 to \$10,000 and is no comparison to the position and business obtained. Address

GRAIN FIRM, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Want to rent, with privilege of purchasing, a small modern elevator in good grain country. Kansas or Oklahoma preferred. Give capacity and particulars. Address

CENTURY GRAIN & HAY CO., St. Louis, Mo.

ADVERTISE WISELY.

A journal that has had twenty years' acquaintance with the grain trade of the country is the one that brings results. If you wish to reach grain dealers advertise in the "American Elevator and Grain Trade."

SITUATION WANTED.

By young man, single, thoroughly experienced in cash grain business, familiar with freights, record work, correspondence, and competent to manage office or act in traveling capacity; well acquainted with eastern trade. Not afraid of work. Best of references. At liberty June 1. Address

HUSTLER, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

A reliable, steady millwright. One who can handle a two-hundred-thousand-bushel capacity grain elevator; keep shafting and machinery in repair. Also keep account of in-going and out-going weights of cars. Single man preferred. Elevator located in Pennsylvania. State terms and whether married or single. Address

D, Box 5, care "American Elevator & Grain Trade," Chicago, Ill.

PARTNER WANTED.

In established seed business, wholesale and retail. Increased from less than \$300 to nearly \$8,000 in three years. Principal trade in northern grown legume, forage plant and grain seeds. Largest trade in soy beans in America. Located in town of 1,700; good agricultural county of 7,000 population. No elevator. Particulars and reference on application.

EDW. E. EVANS, West Branch, Ogemaw Co., Mich.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

One new No. 4 Bowsler Grinder with elevator. Bargain.

R. E. HARDY, 1601 Military St., Port Huron, Mich.

GASOLINE ENGINE.

For sale, new 4-horsepower gasoline engine. Must be sold at once. \$160.

A. E. GREEN, Joliet, Ill.

GASOLINE ENGINES.

All makes of gasoline engines bought, sold, rented and exchanged. Address

M'DONALD, 36 W. Randolph St., Chicago.

OAT CLIPPERS.

For sale, two No. 9 Invincible Oat Clippers. Used but little, as good as new. Price reasonable. Address

W. D. JUDD, St. Louis, Mo.

ELEVATOR MACHINERY FOR SALE OR TRADE.

35 Gasoline Engines of standard makes. 18 roller feed mills, all sizes. Send us list of machinery you have for sale.

ADVANCE MFG. CO., Dept. D., Minneapolis, Minn.

FOR SALE.

White wheat in carloads. If needing, telegraph "Williamson," Salt Lake City, or write
SAM WILLIAMSON, Salt Lake City, Utah.

FOR SALE.

Two hay barns at Wolcott, Ind., and one at Remington, Ind. Storage capacity 1,000 tons. Easy terms. Address

E. H. WOLCOTT, Wolcott, Ind.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

IOWA ELEVATOR.

For sale, a 25,000-bushel elevator in Southeastern Iowa, in county seat town. Elevator new and of most approved plan. Business last year made \$4,500. Price, \$8,000.

L. E. LATTA, Washington, Iowa.

FEED MILL AND ELEVATOR.

For sale, a feed mill and grain elevator doing a good business. Located on the Chicago & Northwestern Ry., 55 miles west of Chicago, in a good grain country. Address

JOHN GOODALL, Cortland, DeKalb Co., Ill.

HOPPER SCALES.

For sale, three 40,000-pound capacity Fairbanks Hopper Scales, good as new. We found it necessary to replace them with larger scales and will sell at a great sacrifice. Address

J. F. HARRIS & CO., Burlington, Ia.

ELEVATORS FOR SALE.

For sale, elevators at a few good points—Virden, Cantrall, Athens, Bates, Loami, Curran, New Berlin, Island Grove and Dawson, all in Illinois. Also at Arapahoe, Neb. Ask for particulars.

E. R. ULRICH & SONS, Springfield, Ill.

ILLINOIS ELEVATOR.

For sale, 40,000-bushel elevator, newly painted and in first-class repair. New Fairbanks-Morse Gasoline Engine, 12 horsepower. Coal trade. Five town lots. Corn crib, office and scales and new residence. Must sell all together.

C. H. WHITAKER & SON, Elsworth, McLain County, Ill.

ELEVATORS FOR SALE.

An established elevator line, comprising thirty elevators, including a large shelling and cleaning house, located on the Chicago Great Western Railway line between Minneapolis and Oelwein, Iowa. For particulars address the undersigned.

FRED C. VAN DUSEN, P. B. SMITH, Assignees, No. 100 Corn Exchange, Minneapolis, Minn.

A GOOD MEDIUM.

If you want to buy or sell a grain elevator or machinery try an advertisement in the "American Elevator and Grain Trade." The journal has had a 20 years' acquaintance with the grain dealers of the country and good results invariably follow the insertion of line advertisements.

FOR SALE.

Center draft engines, 7, 8 and 9x12 cylinders, \$25, \$35 and \$65 each. Fine, strong, heavy engines.

Also one lot of grist mill machinery, consisting of: One set 4-foot French burrs. One set 6x12 Case Rolls, corrugated. One 20-inch Pony Middlings Mill, under-runner, made by Nordyke & Marmon Co., Indianapolis. One large Triumph Power Corn Sheller. One Eureka Smutter and Cleaner. One Hercules Cleaner, Scourer and Separator. One No. 1 double Geo. T. Smith Middlings Purifier. Lot of woodwork, conveyors, bolters, elevators, etc., such as is ordinarily used in setting up a grist mill. Most of this mill machinery is good as new; very little used. Will sell the lot for \$250, on cars at Oil City, Pa. It is a rare bargain. Address

A. W. LOGAN, Box 42, Oil City, Pa.

The
Pioneer
Limited.

Famous
Train
of
the
World.

Chicago—St. Paul—Minneapolis.

VIA

THE ST. PAUL ROAD.

(Chicago, Milwaukee & St. Paul Ry.)

Equipment and Service
Unequaled.

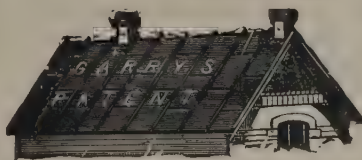
Time tables, maps and information
furnished on application to
F. A. MILLER, General Passenger Agent,
Chicago, Ill.

ROOFING AND SIDING.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES



Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.

SEND
FOR CATALOGUE

SYKES STEEL ROOFING CO.,

611 So. Morgan Street, CHICAGO.

Eastern Works: NILES, OHIO.



WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators.

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

Howe's Challenge

Sample Envelope

FOR

Grain, Flour, Seeds,
Metals, Ores, Etc.

WE USE the best Rope and Jute Manilla that money can buy.

ALWAYS BEST

Satchel Bottomed Bags
Export and Catalogue
Envelopes.

Howe Envelope Co. Ltd.
DETROIT, MICH.

E. R. Ulrich & Sons,
SHIPPERS OF WESTERN GRAIN,

Especially High Grade White and Yellow Corn.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

W. W. ALDER.

CONSIGN YOUR GRAIN AND FEED
TO A STRICTLY

COMMISSION MERCHANT.

OUR SPECIALTIES—Quick Returns and Careful
Guarding of our Shippers' Interests.

Correspondence Invited.

Write for Buffalo market letter.

81 BOARD TRADE, BUFFALO, N. Y.

Husted Milling & Elevator Co.,
BUYERS OF
CORN AND OATS

WRITE FOR DAILY BIDS.

31-32 Board of Trade, Buffalo, N. Y.

HENRY D. WATERS,
GRAIN COMMISSION
MERCHANT.

CONSIGNMENTS
SOLICITED.

54 BOARD OF TRADE,
BUFFALO, N. Y.

DANIEL P. BYRNE & CO.,

Successors to

Redmond Cleary Com. Co.

Established 1854.
Incorporated 1887.

GRAIN, HAY AND SEEDS.

Chamber of Commerce, St. Louis, Mo.

C. A. FOSTER,

CARNEGIE, PA.

ESTABLISHED 1878.

Wholesale Grain, Hay and Mill Feed.

CONSIGNMENTS SOLICITED.

Reference: Frechold Bank, Pittsburg, Pa.
First Nat'l Bank, Carnegie, Pa.

LONG DISTANCE PHONE: CARNEGIE, PA., No. 6.

DANIEL McCAFFREY'S SONS,

Leading Hay Dealers,

PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

ESTABLISHED 1867.

GEO. N. REINHARDT & CO.

MELROSE STATION, NEW YORK CITY.

Geo. N. Reinhardt & Co.
DEALERS IN
HAY, STRAW & GRAIN.



We sell on Commission and buy direct,

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels
Let us know what you have to offer.

COMMISSION CARDS.

ESTABLISHED 1846.

C. A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS

OF TOLEDO, OHIO.

SPECIAL MARKET AND CROP REPORTS FREE.
BE FRIENDLY. WRITE OCCASIONALLY.

LEMAN BARTLETT.

O. E. BARTLETT

L. Bartlett & Son,GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.Careful attention given to orders from Brewers, Malsters and
Millers.**Thos. H. Botts & Co.**FLOUR, GRAIN AND GENERAL
COMMISSION MERCHANTS.....

214 Spears Wharf,

213 Patterson Street,

Baltimore, Md.

REFERENCES—First National Bank, C. Morton Stewart & Co
I. M. Parr & Son, BALTIMORE. Dunlop Mills, Warner, Moore
& Co., RICHMOND, VA.**L. F. Miller & Sons,**

RECEIVERS AND SHIPPERS OF

GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2931 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

Special attention given to the handling of Corn and Oats

References: { Manufacturers' National Bank, Philadelphia, Pa.
Union National Bank, Westminster, Md.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,

GRAIN and SEEDS,

TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.Handling consignments and filling orders for
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

COMMISSION CARDS.

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION
RECEIVERS AND EXPORTERS.

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

**F. H. PEAVEY & CO.,**

Minneapolis,

Minn

GRAIN RECEIVERS.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

JOHN WADE & SONS,

Grain Dealers.

Members Merchants' Exchange. Warehouse Capacity, 250 Cars

MEMPHIS, TENN.

ESTABLISHED 1872.

R. S. McCAGUE,

WHOLESALE DEALER IN

GRAIN, HAY AND MILL FEED,

PITTSBURG, PA.

Burks Grain & Elevator Co.,

(Successors to C. A. BURKS & CO.),

RECEIVERS and SHIPPERS,

Merchants Exchange, Decatur, Ill.

Chamber of Commerce, Detroit, Mich.

MEMBERS:

Decatur Merchants Exchange.
Illinois Grain Dealers' Assn.Detroit Board of Trade.
National Grain Dealers' Assn.**ERNST-DAVIS GRAIN CO.**Solicit Consignments and Orders
for the Kansas City Market:

SATISFACTION GUARANTEED

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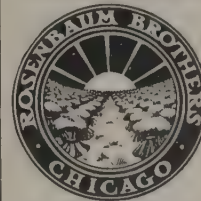
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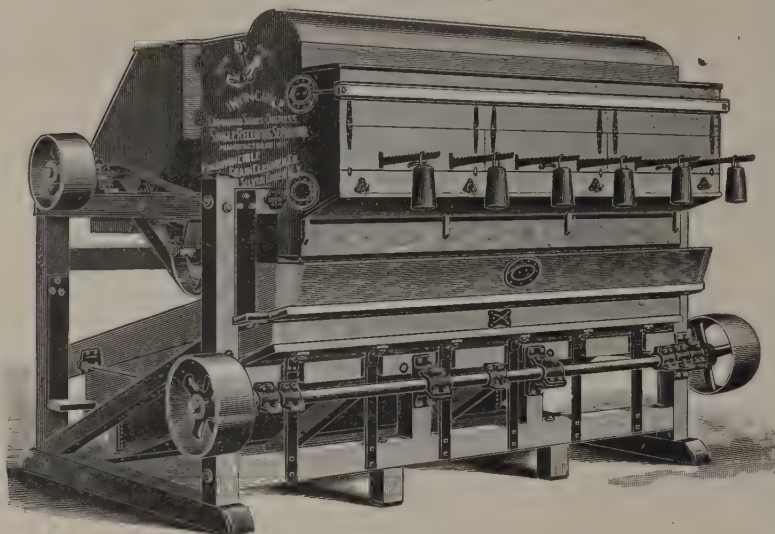
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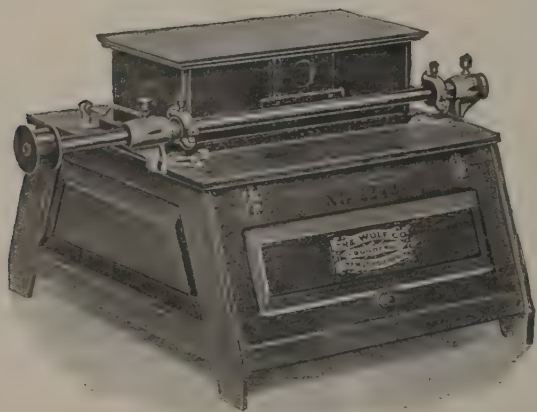
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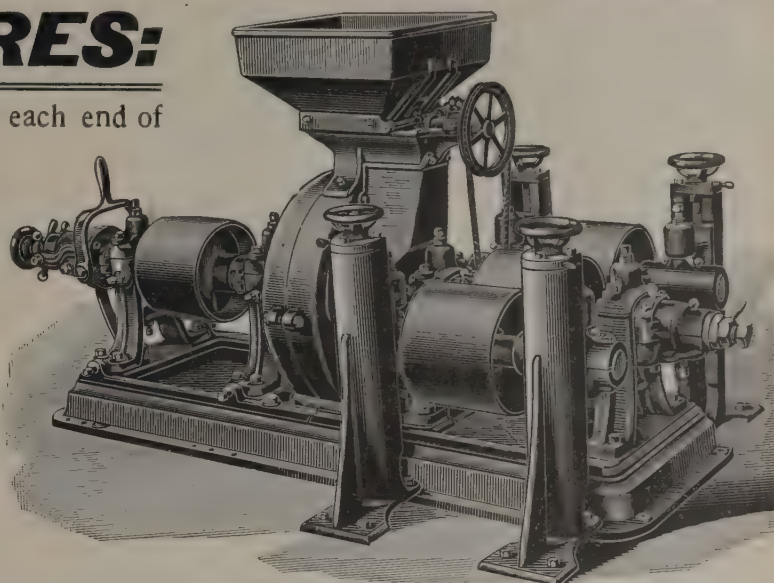
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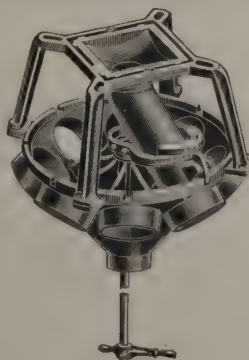


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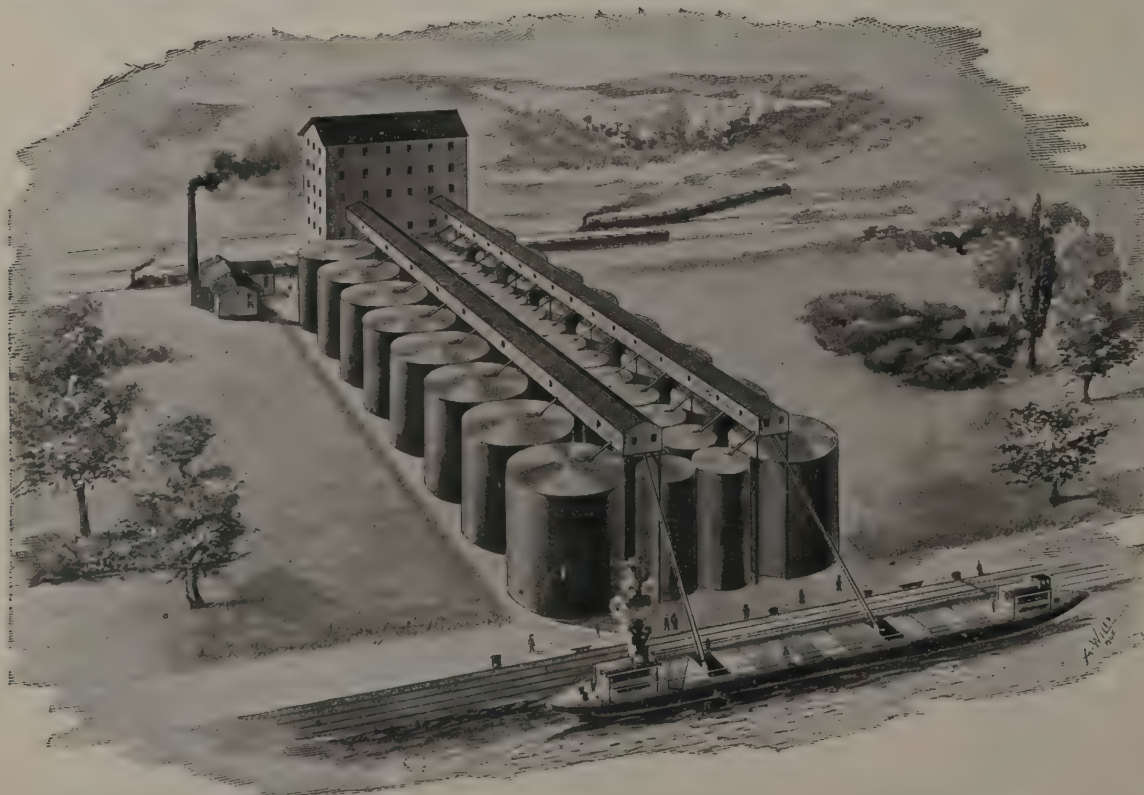
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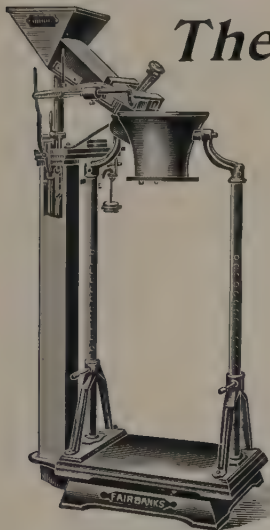
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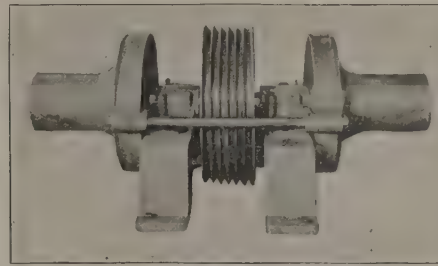
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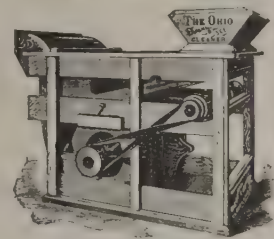
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ONE Dixon's Silica Graphite Paint FOUR GRADE. Perfectly Protects Metal Work of Grain Elevators from Corrosion for Years. COLORS.

Write us for Information as to its Covering Capacity, Appearance and Durability on Elevator
Buildings of the Kentucky Public Elevator Co., of Louisville, Ky., Pennsylvania R. R.
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It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

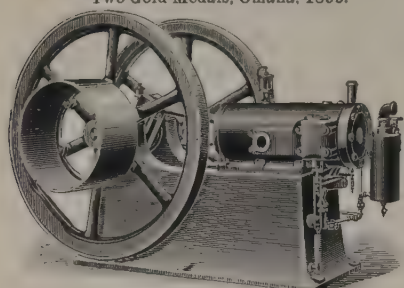
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You want our engines. We want your money. Why pay big prices to the manufacturers when you can buy of us the same engines at one-half the price? Doesn't this interest you.

2 1/2 H. P. Horizontal Tuttle.....	\$ 85
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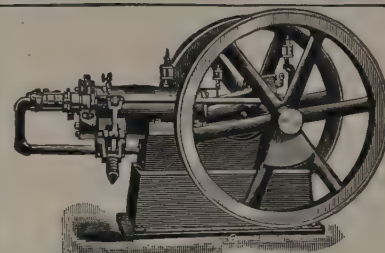
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Write us stating size required.

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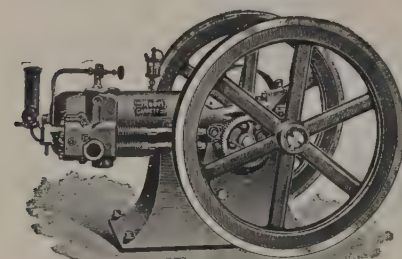
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Simplicity, Durability, Economy, and Reliability.

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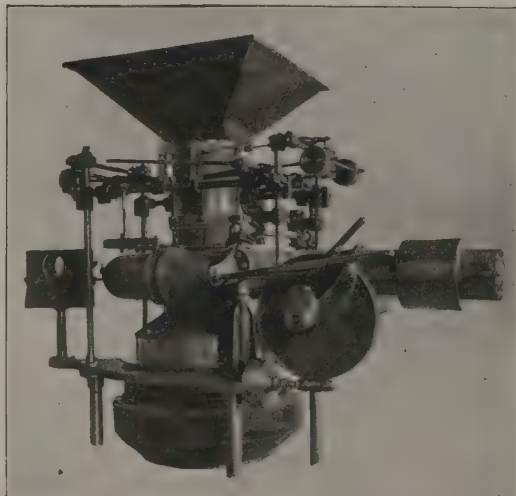
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Bolts directly on engine flywheel. A powerful grip, combined with a positive release. A simple mechanism enclosed in a dustproof case. The greatest ease of operation and adjustment.

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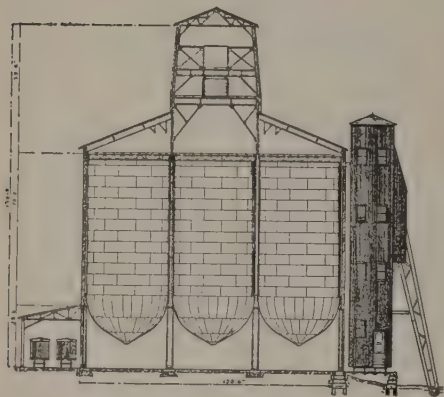
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Grain Elevators of Steel,

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Water and Oil Tanks,
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Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

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For large capacity and fine grinding Barnard's Three-Pair-High Feed Mill will meet all requirements.

It is especially adapted for grinding feed, table cornmeal, pearl meal, linseed meal, rye or barley. It is very compact and strong, and is a very durable and profitable machine for grinding purposes.

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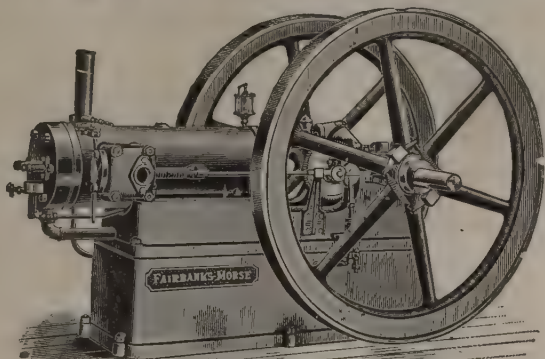
Builders of Elevators and Elevator Machinery

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FAIRBANKS-MORSE Gasoline Engines

ARE LIKE
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Thousands of the Scales and hundreds of the Engines are used by the GRAIN TRADE.

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That the product of our factory is increasing in quantity every month. The quality and design of our machinery are being constantly improved. We are already handicapped for room and orders are coming in on us to an extent that taxes our facilities. This just suits us. We mean to crowd every department in our factory to the utmost and yet maintain that high quality of workmanship and design that characterizes every article made at the "S-A" works.

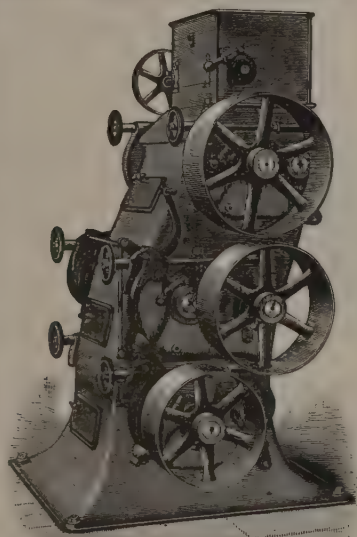
We solicit your inquiries for anything connected with the line of ELEVATING AND CONVEYING MACHINERY, or POWER TRANSMITTING APPLIANCES

We have made, and are now making, machinery for some of the largest grain elevators in this country.

Complete Outfits of Machinery for Grain Elevators is our specialty, and our full line is described in a general catalog of 200 pages, which we will mail upon application.

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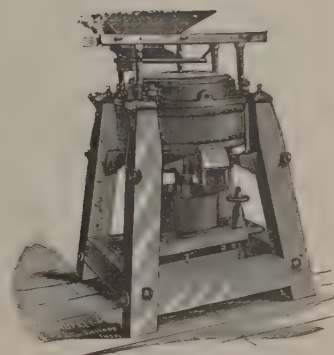
3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

...FEED AND MEAL...
IT PAYS

WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
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TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,
...And...
PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.
SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

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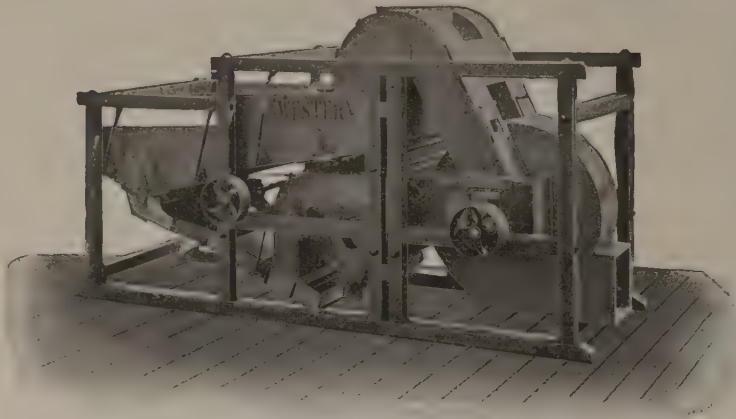
We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

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FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

THE Western Shaker Cleaner



SEPARATES corn from cobs and cleans wheat and oats thoroughly without changing screens.

**Perfect Separations,
Perfect Cleaning,
Duplex Shake,
Compact and Quiet,
Strong and Light,
Economical and Durable.**

WRITE FOR CATALOGUE AND PRICES TO

UNION IRON WORKS,
DECATUR, ILL.

A few endorsements, from the many,
by the grain dealers who are
using our Shaker Cleaner:

PERFECTLY SATISFACTORY.

CISCO, ILL., April 24, 1902.

UNION IRON WORKS,
Decatur, Ill.

DEAR SIR:—Relative to your inquiry as to work of the cleaner I put in about a year ago, will say that it is perfectly satisfactory. The adjustment as to the wind and riddles is extra good, being so arranged as to admit of a great amount of wind, or very little, just as the parties like. The same is true of the riddles, being so arranged that if you wish to screw close they can be closed and if you wish to just take out cob ends in corn, or straw in oats, they can be opened wider.

Yours truly,
F. S. WEILEPP.

CANNOT BE BEATEN.

TUSCOLA, ILL., March 8, 1902.

UNION IRON WORKS,
Decatur, Ill.

GENTS:—In reply to yours of the 27th ult., will say that your cleaner is all O. K. and is giving us good satisfaction. Will also say do not think it can be beaten by any other cleaner on the market to-day, as we have tried other makes at Tuscola and your cleaner at Hayes. Anything you desire regarding your cleaner kindly let us know.

Yours truly,
TUSCOLA GRAIN AND COAL CO.
John Collins, Mgr.

UNSURPASSED FOR CLEANING CORN FOR MARKET.

ST. PARIS, O., March 21, 1902.

UNION IRON WORKS,
Decatur, Ill.

GENTLEMEN:—The machine that I bought of you gives perfect satisfaction. It runs smooth and steady, with no jar whatever, working equally well on all kinds of grain. It is unsurpassed for cleaning corn for market.

W. J. JENKINS.

THE LITTLE GIANT WAGON DUMP AND ELEVATOR.

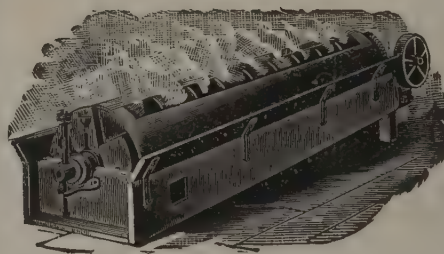


The latest improvement in grain conveying machinery, having less parts to wear, less weight to handle; in fact, the cheapest and most practical device ever invented for handling all kinds of grain. For capacity, simplicity and durability the "LITTLE GIANT" leads all the rest.

MANUFACTURED AND SOLD BY

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BRANCH:
BLOOMINGTON, ILL. **RACINE, WIS.**

WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

**CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
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ALL CEREAL PRODUCTS.**

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

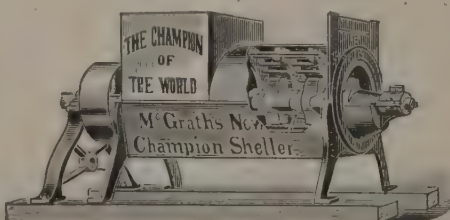
Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

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Steam Engines
and Boilers,
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and Machinery
of all kinds,
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McGrath's
Champion Iron
Corn Shellers
for
Warehouses,
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Grain Dumps.



Reduce Cost of POWER and INSURANCE

As well as danger to employees
by equipping your elevator with

Cyclone Dust Collectors

MADE BY

THE KNICKERBOCKER CO.,
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Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

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Eastern Sales and Engineering Office, R. 410, 95 Liberty St., New York, N. Y.

Southeastern Sales and Engineering Office, R. 411 Prudential Bldg., Atlanta, Ga

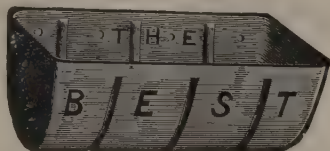
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CALDWELL HELICOID CONVEYOR.

Specialties for
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THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
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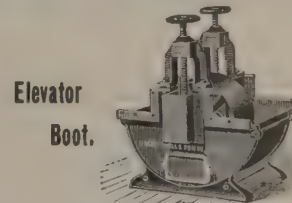


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STEEL ELEVATOR BUCKETS.

LINK BELTING.
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Elevator
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Are in good demand this season. Try one, and
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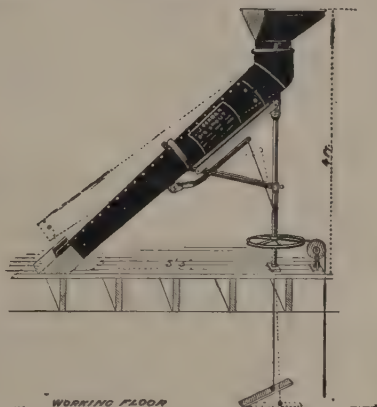
Patented May 15, 1900, Feb. 18, 1902.

Beware of Infringement.

Elevator Spouting a Specialty.

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THE BIRKY PORTABLE GRAIN DUMP AND ELEVATOR.....

THE BEST BUILT

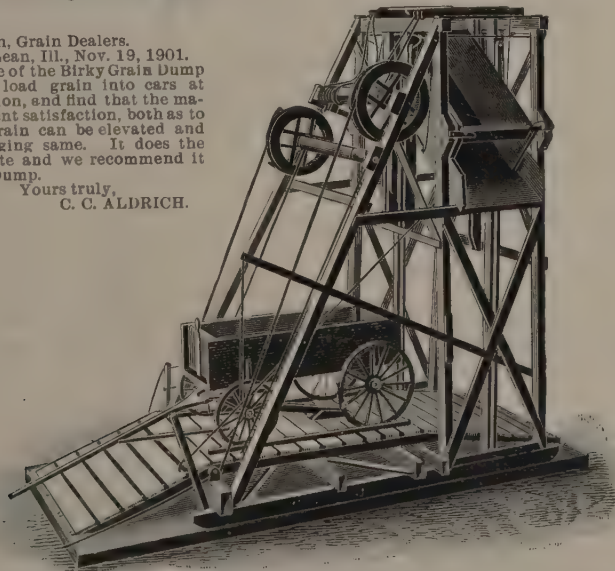
Possesses absolute safety, great strength and durability. Unexcelled for speed at which grain
can be elevated and ease with which it is managed. Does the work without waste. Will handle
8,000 to 10,000 bushels of grain in 10 hours.

C. C. Aldrich & Son, Grain Dealers.

McLean, Ill., Nov. 19, 1901.

We have used one of the Birky Grain Dump
and Elevators to load grain into cars at
Funk's Grove Station, and find that the ma-
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speed at which grain can be elevated and
the ease in managing same. It does the
work without waste and we recommend it
as a satisfactory Dump.

Yours truly,
C. C. ALDRICH.

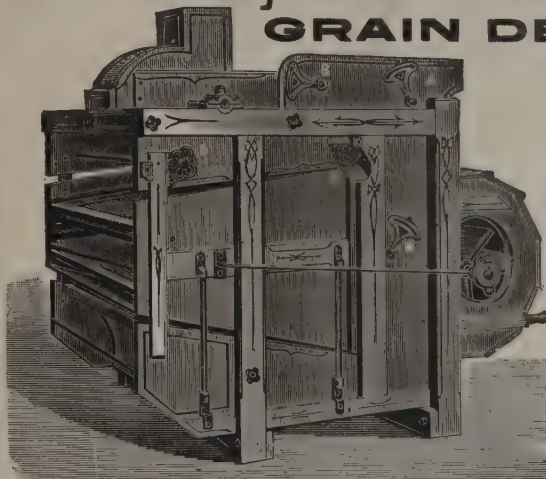


Try my Dump and Elevator and if not
the best after 30 days' trial return it.

J. D. BIRKY,

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A. P. Dickey Giant Grain Cleaners. GRAIN DEALERS



who want a clean-
er that will clean,
buy the

DICKEY
DUSTLESS
OVERBLAST
SUCTION
SEPARATOR.

Manufactured in any de-
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capacities to accommodate
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Warehouses for hand use.
Single and Double, End and
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Over Blast.

Write Dickey Mfg. Co., Racine, Wis.

MILL OWNERS' MUTUAL FIRE INSURANCE CO.

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Insures Mills, Elevators, Warehouses and
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Oldest Flour Mill Mutual in America.

SAVED TO MEMBERS
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AND CONTENTS

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It is a Mutual Company which insures
more mills and grain elevators than any
other company in the United States.

It has been in business 26 years and its
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of the board rates of stock companies.

It had admitted assets, January 1, 1901,
of \$2,828,533.69, and a net cash surplus
over all liabilities of \$472,753.43.

The same conservative management
which has directed the Company's affairs
all through its prosperous existence will
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Before placing your insurance, write to
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is up to the required standard you cannot
afford to insure in any other company.

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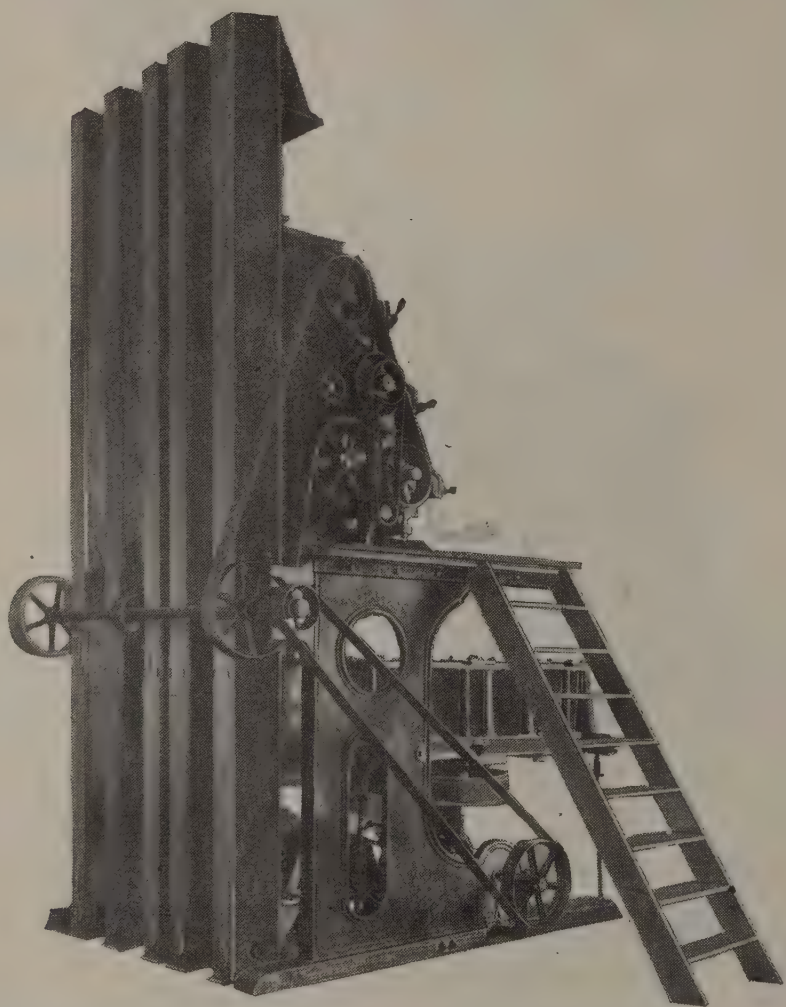
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THE ONLY MILL OF ITS KIND.

Designed especially for use in connection with an elevator.

THE COLUMBUS COMBINATION MILL

A Flour Mill Complete in One Frame.



Several in operation that are giving perfect satisfaction.

No specially constructed building necessary.

Space required, 9 ft. x 9 ft. x 15 ft.

Power required, not over 12 horsepower.

One man can easily operate entire plant.

Produces a straight grade of flour equal to any system using same number of breaks and reductions.

The cost of the outfit is far below that of the regular Two-Break Mill.

By a change in cloth you can have a Buckwheat Mill far superior to all others.

OUR CATALOGUE TELLS MORE.

The Case Manufacturing Company, COLUMBUS, OHIO.

Flour Mill Builders and Furnishers.

Also Elevator Supplies.

The "Eureka" Two-Fan, Two-Shoe, Counter-Balanced Elevator Separator

Needs No Bracing.

Runs Perfectly Smooth

Without Any Vibration

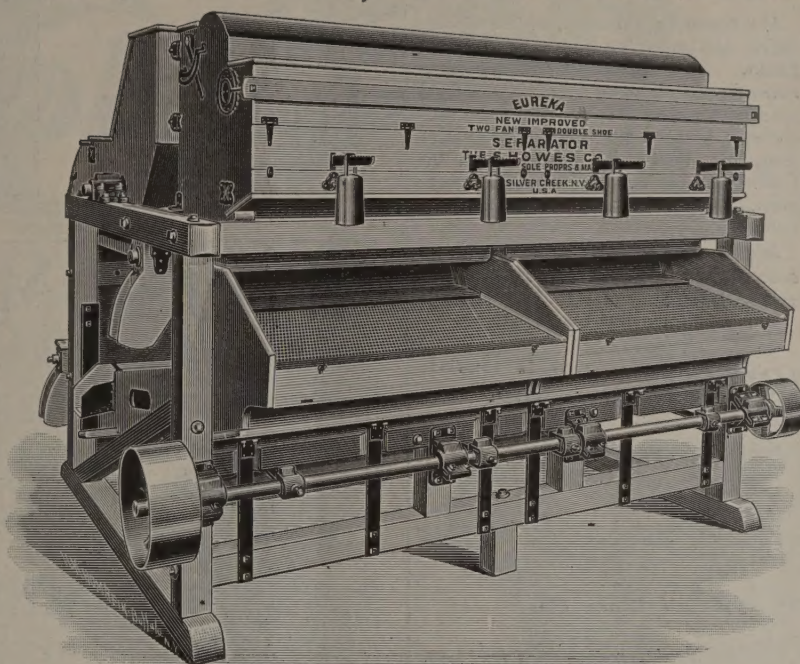
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Has Large Sieve Surface

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Strongly and Compactly
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High Grade in Every
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Separates More Foreign
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Smooth Driving Action.
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Light Oats and Grain
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Duplicate parts of all "Eureka" machines built, from the time of Howes, Babcock & Co. in 1856, until the present.

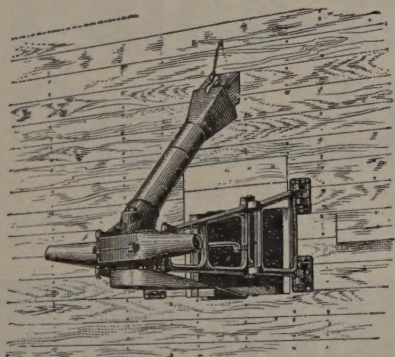
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The New Century Car Loader



Loads both ends of a car at the
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Loads any size car from end to
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Nothing to get out of order and
cause trouble.

Guaranteed to load shelled corn,
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little power required to operate.

Will not crack or grind the grain.

Sold subject to 30 days' trial.

Write for Catalogue giving full particulars.

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STEPHENS & TYLER,

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...MACHINERY...

ENGINEERS AND CONTRACTORS

GRAIN ELEVATORS, FLOUR MILLS, MALT HOUSES,
STARCH FACTORIES, OIL MILLS.

POWER PLANTS, POWER TRANSMISSIONS, ELEVATING AND CONVEYING MACHINERY

709-710 Monadnock Block, Chicago.

A Good Feed Mill

Is a paying investment.

Put one in your elevator and it will
more than pay all your running expenses.
It will be an accommodation to the farmers

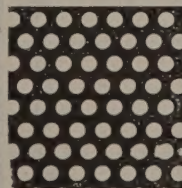
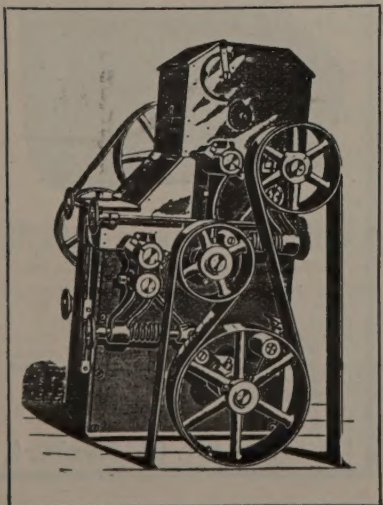
AND WILL INCREASE
YOUR TRADE.

WRITE FOR CATALOGUE OF THE
BEST FEED MILL ON EARTH,

Northwestern Agents for the Hyatt Roller Bearing
Write us; we can interest you.

Strong & Northway Mfg. Co.,
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Perforated Metal

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THE ROBT. AITCHISON PERFORATED METAL CO.

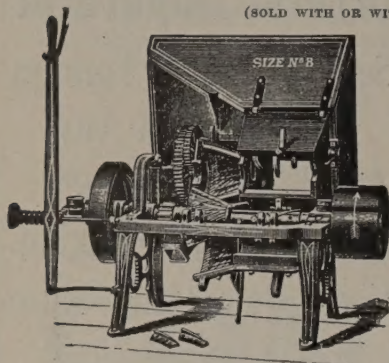
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THE ALBERT DICKINSON CO.

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS,
PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.
OFFICES, WEST TAYLOR ST., AND THE RIVER, CHICAGO.

The Best All-Around Feed Mill



(SOLD WITH OR WITHOUT SACKING ATTACHMENT.)

For **crushing ear corn**, with or without shuck, and **grinding** all kinds of **small grain**. The conical burrs are **light running** and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. **Will grind Kaffir corn** in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

High-priced grain incites feeders to economize. Ground feed is the economical feed.

Our catalogue sent for the asking.

The N. P. Bowsher Co., South Bend, Ind.

WANTED:

You to know that our firm name stands for standard goods at right prices.

Grain Elevator Machinery and Mill Supplies.

**Power Transmission,
Gas Engines.**

**Steam Engines
and Boilers.**

ESTIMATES FURNISHED.

H. L. THORNBURGH & CO.,

245-247 SO. JEFFERSON STREET, CHICAGO.

"THE IDEAL ELEVATOR BELT."



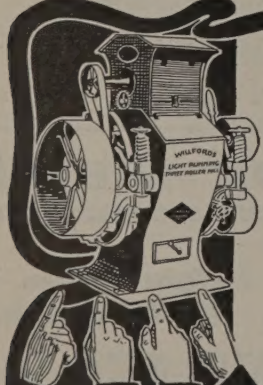
For Elevating, Conveying and Power-Transmitting

LEVIATHAN BELTING

Gives the best results. Holds buckets firmly and securely, and resists heaviest strains. Will do 50% more work than the best rubber belt, and will outlast three of the same. Its record for nineteen years handling grain, stone, sand, ore, coal and clay substantiates our claim. Belts warranted uniform throughout. Made of any width up to 100 inches, and any length up to one mile.

MAIN BELTING COMPANY, 1219-1241 Carpenter St., Philadelphia.
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4 GOOD POINTERS

ON THE
Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,
303 3d St. South, MINNEAPOLIS, MINN.



Dust Protector.

The "Perfection" with Automatic Valve compels perfect protection and ventilation. **Improved and Enlarged.** Thousands in use. Nickel plated protector postpaid, \$1.50. Cir. Free. Agents wanted.

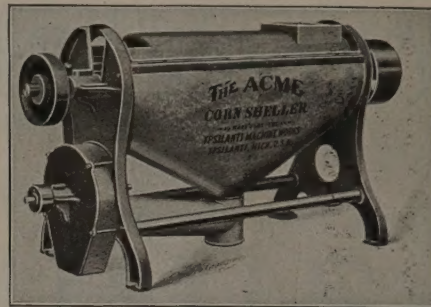
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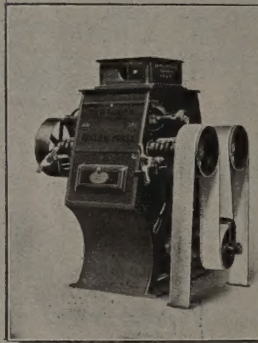
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Corn Shellers AND Feed Mills

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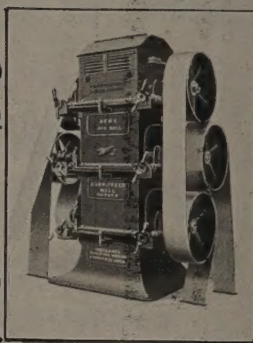


YPSILANTI MACHINE WORKS, YPSILANTI, MICH.



MILL BUILDERS
AND FURNISHERS

ACME CORN
AND FEED MILLS
4 AND 6 ROLLS.



Rolls Reground and Recorrugated.
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GRAIN PURIFYING PAYS.

It is just as essential as grading, cleaning and clipping.

Our process improves all kinds of grain by removing all impurities, such as smut, must and mold odors, and removes in part or whole any unnatural stain or discoloration without affecting the original state of grain, either in color or otherwise, as matured before cutting.

We own the only patent on a Grain Purifier and can sell you the right to use this process, together with instructions for erecting, e.c. Let us tell you fully what a Purifier will do for you.

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AMERICAN GRAIN PURIFIER CONSTRUCTING CO.

INCORPORATED.

PAID-UP CAPITAL, \$250,000.00.

KENTLAND, INDIANA,

or

DAVENPORT, IOWA.

ELEVATOR



SUPPLIES

OF ALL KINDS
GASOLINE ENGINES
STEAM ENGINES
and BOILERS

Boiler and Machine Shops

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& SUPPLY CO. W. Court Ave.,
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THE BEST CAR MOVER

THE DOUBLE CLUTCH

WALTER A. ZELNICKER,
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Railway, Mill and Factory
Supplies.

JEFFREY ELEVATING CONVEYING MACHINERY



Standard Elevator Buckets

For Handling Grain, Cereals, Flour, Seeds, Etc

Our specialties include: Chains, all styles, Sprocket Wheels, Elevator Buckets, Boots, Bolts, Spiral Conveyors, Cable Conveyors, Rubber Belt Conveyors, Package Conveyors, Barrel Elevators, Keg Elevators, Shafting, Hangers, Pulleys, Collars, Gearing, Labor-Saving Devices of all kinds.

Send us specifications of your wants in our line; we can probably save you some money. For catalogue address

THE JEFFREY MFG. CO., Columbus, O.

The CLIPPER Cleaner

Stands without an equal for the economical and successful cleaning of all kinds of grain, flax, timothy, clover and all fine seeds; also corn, beans and peas. Our machines require less power than any other Cleaner of equal capacity, and the quantity of their separations have not yet been equaled. Our sample plate of perforations and catalogue mailed free.

TESTIMONIALS.

BLUFFTON, IND., March 20, 1902.

A. T. FERRELL & CO., Saginaw, Mich.

GENTLEMEN:—We are glad to be able to say a good word for the Clipper Cleaners. We have been using them for the last fifteen years and they have never failed us. We recently put in one of your new No. 9 Specials with traveling brushes and dustless attachment. It has more than met our expectations, and we have found it perfect for the cleaning of grass seeds. For our use, we have found the Clipper Cleaner entirely satisfactory in every respect.

Yours truly,
(Signed) STUDEBAKER, SALE & CO.

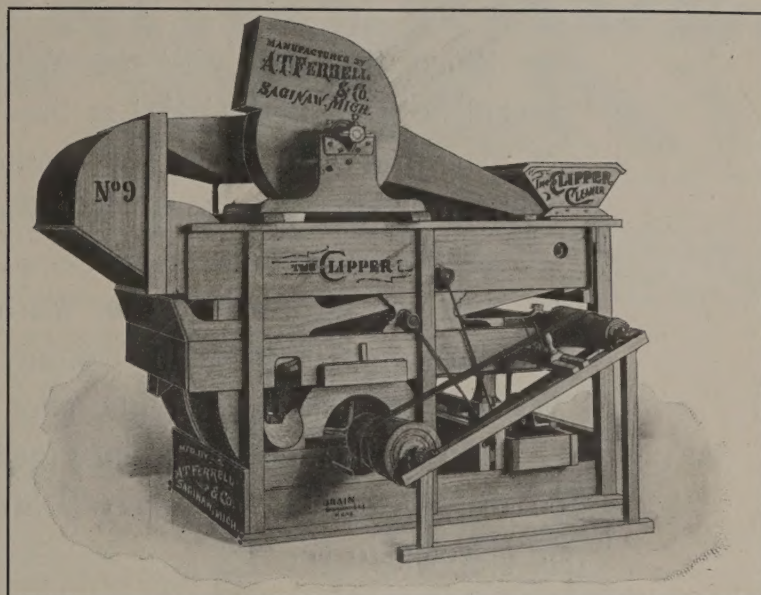
CHICAGO, May 3, 1902.

A. T. FERRELL & CO., Saginaw, Mich.

GENTLEMEN:—We have your favor of the 2d inst., regarding the four No. 9 Travelling Brush Cleaners which we purchased from you last year. Will say that these machines are giving very good satisfaction and we are very much pleased with them.

Yours truly,
(Signed) ARMOUR GRAIN COMPANY.

A. T. FERRELL & CO., Saginaw, Mich.



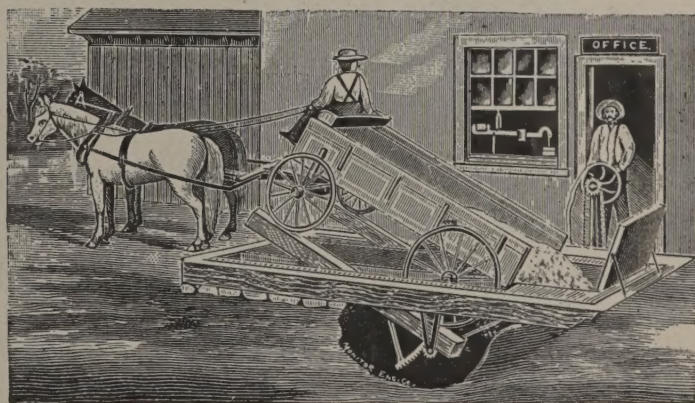
Paine-Ellis Grain Driers

Are more largely used on this continent than all others combined, because they are the only machines that will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. These machines will operate successfully and rapidly at a temperature as low as 110 degrees. Practical millers and elevator men will appreciate this. It is one thing to kiln dry and another to put every kernel of grain into its normal condition by Nature's own method. *We can do it.*

For Particulars Address **The Paine-Ellis Grain Drier Co.,**

53 CHAMBER OF COMMERCE, MILWAUKEE, WIS.

Gold Dollars



At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,
M. C. WOODWORTH.

MANUFACTURED ONLY BY

THE SAVAGE & LOVE CO., Rockford, Ill.

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

HE GOT THE “HA! HA!”

When the man with the Machine-that-Does-the-Work first comes around he gets the Ha! Ha! as they say “out West.”

The man who is in the elevator business to make money says: “Why, my dear fellow, I can beat your price by so much.”

Of course he can.

You see, the maker of the Machine-that-does-the-Work has been so busy making a machine that would double-discount any other make for **WORK**, that he left the little price out of it.

The elevator man is so busy getting that odd ten dollar bill knocked off that he forgets the twenty dollars less in **EFFECTIVENESS** he is going to get.

THE MONITOR MACHINE DOES THE WORK—THAT IS THE POINT

There is no better grain cleaning machinery made than the kind that bears the Monitor trade mark.

Elevator men who know have stopped hunting it for twenty years.

“The man who laughs last laughs best”—good old saying that—but there is the whole philosophy of it in a nutshell.

Do not tire yourself out laughing at the dollars-larger price of the Machine-that-Does-the-Work. You may need some of that energy to help you keep the cheap machine going, or to swear because it doesn't do what you bought it to do.

When you want us, let us have a letter.

We go anywhere for business.

THE HUNTLEY MANUFACTURING CO.

THE MONITOR WORKS.

EVERYTHING IN GRAIN CLEANING MACHINERY.

SILVER CREEK, N. Y.